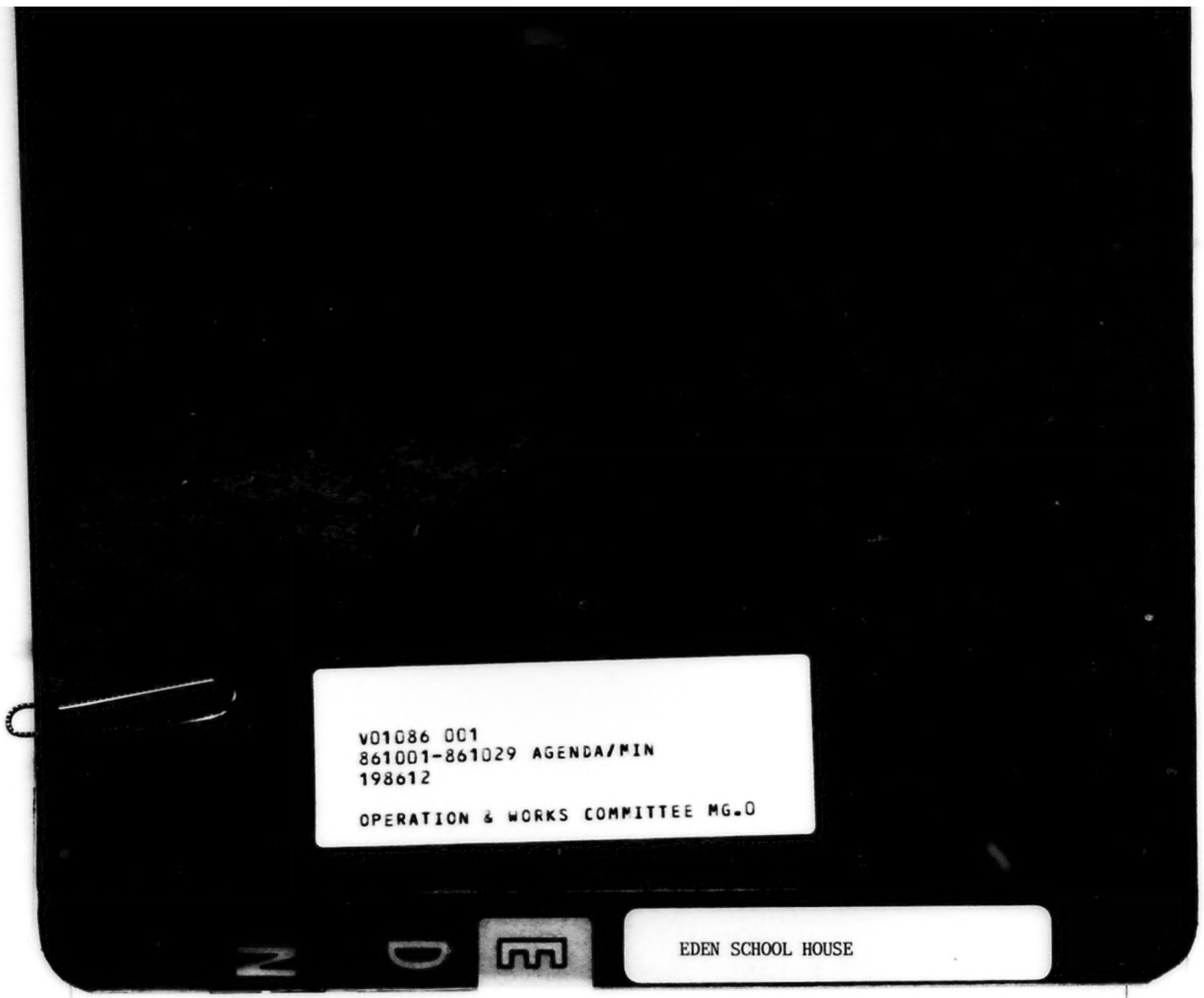
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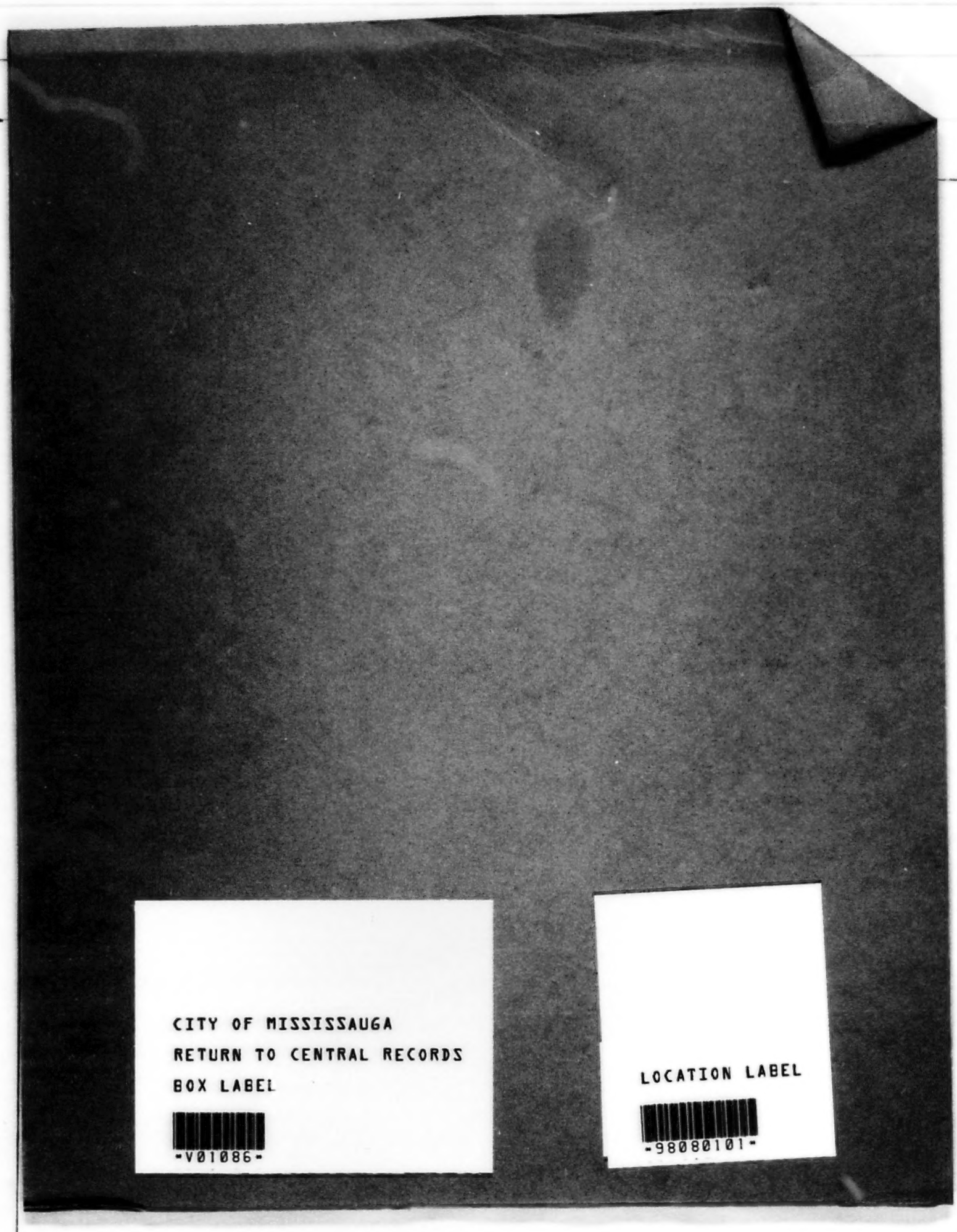
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October 1 1986

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

WEDNESDAY, OCTOBER 1, 1986, 9:30 A.M.

COUNCIL CHAMBERS

Members: Councillor H. Kennedy (Chairman)
Councillor L. Taylor
Councillor F. McKechnie
Councillor D. Culham
Councillor D. Cook
Councillor T. Southorn

Prepared by: Linda Mailer, Clerk's Department
Date: September 25, 1986

Committee Members are requested to contact the appropriate Department Heads prior to the meeting if greater explanation or detail is required with regard to any item on this agenda.

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3	G.01.01	Verdict of the Coroner's Jury - Inquest into the death of Carlo Dicarlo
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CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE — OCTOBER 1, 1986

DEPUTATIONS - 9:30 A.M.

A. Mr. N. Leimonis, McDonnell-Ronald Limousine Service

L.08.02

SEE ITEM 1

B. Mr. D. Hancock, Landscape Consultant, representing Mr. S. Dwyer, 2524 Mason Heights.

F.06.01

SEE ITEM 2

MATTERS FOR CONSIDERATION:

1. Recommendation of the Public Vehicle Authority meeting of September 9, 1986, as follows:

PVA-52-86 That the transfer fee for Taxicabs and Airport Public Transportation Vehicles remain at $840.00 per license transfer.

Attached is a copy of the report dated August 28, 1986, from the Acting Commissioner of Building, Zoning and Licensing which was considered by the Authority and extract from the minutes of that meeting.

Mr. Nick Leimonis of McDonnell-Ronald Limousine Service will appear before the Committee regarding this matter.

L.08.02

2. Report dated September 23, 1986, from the Commissioner of Engineering & Works regarding the hedge adjacent to 2524 Mason Heights Drive (S. Dwyer).

Council at its meeting of July 16, 1986 adopted the following recommendation:

"That the following Traffic Safety Council recommendation of June 25, 1986, be referred to the Operations and Works Committee meeting scheduled for August 11, 1986:
That no further action be taken with respect to the hedge adjacent to 2524 Mason Heights and that Mr. S. Dwyer be so advised."

The Department was requested to set up an on-site meeting with Mr. Dwyer, Mr. D. Hancock a representative of the Traffic Safety Council and staff from the City's Traffic Section. The site meeting was held on August 22, 1986 and was attended by the following people and the matter has been thoroughly reviewed.

The situation that Mr. Dwyer is concerned about is, in our opinion, similar to almost any driveway in the City. In this case the "problem" is created by a hedge, a similar situation could, in our opinion, be created by other obstructions including vehicles parked in an adjacent driveway or even vehicles parked in the same driveway. These situations also create sight obstructions for vehicles driving out of private driveways.

RECOMMENDATION:

That no further action be taken with respect to the hedge adjacent to the driveway at 2524 Mason Heights and that the report dated September 23, 1986, from the Commissioner of Engineering and Works regarding this matter be forwarded to Mr. S. Dwyer and Mr. D. Hancock, Landscape Consultant, for their information.

Mr. Hancock will appear before the Committee regarding this matter.

F.06.01

3. Report dated August 26, 1986, from the Commissioner of Engineering & Works in response to the recommendations of the Coroner's Jury into the death of Carlo Dicarlo who was working on a construction site and run over by a fork lift truck. The Jury recommended the following:

1. The licensing and training of fork lift operators should be mandatory;
2. First-aid training should be mandatory for construction site supervisor personnel;
3. All road changes and construction area access routes should be updated on a continuing basis for all emergency services;
4. All construction vehicles should be equipped with forward and reverse warning devices.

These recommendations have been reviewed and it would appear that the second and third recommendations have some relevance to the City of Mississauga.

Firstly, with respect to the second recommendation, first-aid training is available through the Personnel Department and all City staff have been encouraged to undertake the courses, this includes personnel working on construction sites.

With respect to the third recommendation, the City undertakes to advise the emergency services whenever a road is closed or under construction. If conditions on the construction site warrant changes in any traffic patterns the emergency services are notified as soon as possible.

RECOMMENDATION:

That the report dated August 26, 1986 from the Commissioner of Engineering and Works in response to the recommendations of the Coroner's Jury into the Death of Carlo Dicarlo be forwarded to the Chief Coroner for Ontario for information.

G.01.01

RECOMMEND ADOPTION

4. Report dated September 10, 1986, from the Commissioner of Engineering & Works in response to residents on Portway Drive regarding shrubs planted on the south side of the North Sheridan Way which were killed either by weed cutting or insecticide use. The residents explain that they have spent a lot of time and money on the planting and maintenance and request that the shrubs be either replaced or the residents compensated. The City's approval was not obtained for the plantings nor was the Works Department aware of their existence as they were not visible during the cutting of the weeds. The survival of the shrubs is limited since the space between the edge of pavement and highway fence is minimal and the North Sheridan Way is a priority route and is salted during the winter period which has a very damaging effect on shrubbery close to the highway.

RECOMMENDATION:

That the shrubs be replaced on the south side of the North Sheridan Way on condition that the residents accept responsibility for total maintenance and on the understanding that the City will not replace them a second time if the shrubs do not survive.

G.03.01

RECOMMEND ADOPTION

5. Report dated September 10, 1986, from the Commissioner of Engineering & Works with respect to the removal of the centre island on Courtney Park Drive west of Dixie Road opposite the share driveway of the G.N. Johnston Equipment Co. Ltd. and the Canon Corporation. The Engineering Department has given permission to remove the island and suggested that it be at the expense of both firms due to the fact that the island was in existence prior to their arrival in Mississauga. G.N. Johnston has suggested that it would be more equitable and fair if the cost was split on a 50/50 basis; i.e., the City pay 50% of the cost and the remaining 50% be split between the Canon and Johnston companies.

RECOMMENDATION:

That the G. N. Johnston Equipment Co. Ltd. and Canon Corporation be advised that the City is prepared to remove the island opposite their driveway on Courtney Park Drive at a cost of $16,000 upon receipt of payment of $8,000 total from Canon Corporation and G. J. Johnston Equipment Co. Ltd.

F.02.01

RECOMMEND ADOPTION

6. Report dated September 11, 1986, from the Commissioner of Engineering & Works regarding improvements to driveway accessibility where roll type curb is in existence on the street.

The type of curb existing on Schomberg Avenue was installed over twenty years ago and is typical of the type installed in plans of subdivision during that era. It was felt that the roll type curb was conducive to driveway access being at any location and therefore when the driveway locations were in fact determined, it did not really matter whether the garage was on the right or left hand side of the house as the driveway could be located at any point along the curb. Today, there are approximately 3,000 driveway locations where this condition exists and, in certain circumstances, residents have found it necessary to place asphalt wedges in the gutter to assist them in eliminating a bump. There are certainly many residents who have expressed the same sentiments as Mr. Basich whereas, on the other hand, there are many residents for which access over this type of curb does not appear to be a problem.

The problem probably depends on a number of factors some of which are grade of road, grade of driveway, type of car (length of wheelbase), etc. The existing City policy in this regard was adopted by Council back in July 1975 and therefore has been in effect for approximately eleven years (copy attached). The present cost for a driveway cut charged to a homeowner is $30.00 per metre ($9.00 per foot) and the total cost obviously depends upon whether the Applicant has a single or double driveway. The resident makes an application for the curb cut at the Engineering Department and pays for the cost of the improvement at that time.

As previously mentioned, these roll type curbs are presently in existence in approximately 3,000 driveways (maps attached indicating the locations). To estimate the cost involved, a driveway was assumed to be 16 ft. wide, i.e. half the distance between a single and a double, and the cost would be $10.00 per lineal foot. On this basis there would be 48,000 ft. of driveway to reconstruct at a cost of $480,000.00. Adding the cost of the asphalt repair involved would bring this figure up to approximately Half Million Dollars. These roll type curbs are eliminated at driveways when the street is reconstructed or asphalt resurfacing takes place, however, as these curbs are only twenty years old it is reasonable to assume that they have at least another twenty to thirty years of life left in them and therefore the elimination on an annual basis is minimal from a practical standpoint.

The following change in policy is presented for Committee's consideration with a view to speeding up the elimination of these driveway accesses if the resident is really concerned with his or her particular situation.

RECOMMENDATIONS:

(a) That a policy be implemented commencing in 1987 whereby the City undertakes improvements to driveways where roll type curb exists upon receipt of application by the property owners and payment of $5.00 per lineal foot to be carried out on a 'first come, first serve' basis with the balance of the cost being paid for by the City.

(b) That the consideration be given to include $50,000 (gross)/ $50,000 (net) in the 1987 Current Budget of the Engineering Department for this purpose.

(c) That the policy become effective May 1, 1987, however in the interim any applicant requesting this service be advised of the proposed change in policy.

(d) That consideration be given to including a similar amount in the future years in the Current Budget at budget discussion time.

F.05.01

RECOMMEND ADOPTION

7. Report dated September 17, 1986, from the Commissioner of Engineering & Works regarding the policy on waiving of the central air conditioning requirements in residential subdivisions due to traffic noise.

The present policy adopted by on February 28, 1983, Resolution No.271-83, allows for the deletion of central air conditioning when specifically requested by the homeowner. The intent was to have the requirement registered on title, however recent complications and legalities at the Registry Office do not permit the registration to take place. Nevertheless air conditioners are deleted on receipt of specific requests and waivers.

In many cases the requirement for air conditioning is based on ultimate traffic volumes, and in many cases it will be some years before the level of traffic will be such as to require the actual installation of air conditioning units. Examples of this type of street are Rathburn Road, Ridgeway Drive, Winston Churchill Blvd. and many other collector and local collector roadways.

In the case of major roadways such as the Queen Elizabeth Way, the Erin Mills Parkway, Burnhamthorpe Road and Dundas Street, the requirement for noise attenuation through air conditioning is immediate.

The ultimate time frame in arriving at the necessity for installing air conditioners as the house is built is too long and a five year period would be more realistic. That is, if the traffic levels are not expected to be high enough to require air conditioning for at least five years, then provision of an appropriate forced air system suitable for installing the air conditioning will be made. The actual air conditioner unit could be installed by the occupant at some later date. A warning clause would be included in the Financial Agreement indicating the need for air conditioning in the future.

In those cases where present traffic volumes warrant the installation of air conditioners, then the air conditioning requirement should be included in the Servicing Agreement and the homeowner or builder would not be allowed to omit this requirement.

RECOMMENDATIONS:

That the following policy on Air Conditioning installations in new residential developments be adopted for all roads except arterial, Regional or Ministry of Transportation and Communications roads:

(a) Future acoustical reports are to examine the predicted traffic noise for both the immediate and the projected five year traffic volumes, as well as the ultimate traffic volumes when determining the requirements for air conditioning;
(b) Air conditioning is to be installed in new residential developments where the noise levels are expected to be above the guidelines within five years;

(c) Where the traffic volumes are not expected to generate noise levels that would require air conditioning for at least five years, provision is to be made in the heating system for the future installation of central air conditioning and that appropriate warning clauses be included in the registered Financial Agreement to advise homeowners and future purchasers that air conditioning may be required at some future date to satisfy the acoustical guidelines.

A.00.02.06

RECOMMEND ADOPTION

8. Report dated September 23, 1986, from the Commissioner of Engineering & Works in response to a request from Proctor & Redfern Group on behalf of Erin Mills Developments. The west branch of the Sawmill Creek between Highway 403 and Winston Churchill Blvd must be improved to service lands west of Winston Churchill Blvd. This section of creek is scheduled to be reconstructed by the City using Major Watercourse Improvement Levy funds at a future date. In the interim, 27 lots (lots 39 - 65) backing onto the west branch of the Sawmill Creek are frozen until such time as the channel construction is completed.

A total of $400,000.00 is available in the Storm Sewer and Oversizing Account of the Capital Budget for this work. In order to expedite the project and to allow an early tender call, Proctor & Redfern, the consultants for Erin Mills, will do the design and the construction supervision. In addition, Erin Mills Developments will pay any costs for construction in excess of the $400,000.00 budget amount.

With the above guarantees and after the contract has been let, Building Permits could be released on lots 39 to 65 with the assurance that the channel will have been constructed prior to occupancy.

RECOMMENDATION:

(a) (i) That $71,000.00 be returned to the unallocated balance of the Major Watercourse Improvement Reserve Fund from the 1980 Storm Sewer Oversizing Project (P.N. #80-960) and that this project be closed.

(ii) That $24,874.00 be returned to the unallocated balance of the Major Watercourse Improvement Reserve Fund from the 1982 Relief Storm Sewer Oversizing Project (P.N. #82-928) and that this project be closed.

(iii) That $4,675.00 be returned to the unallocated balance of the Old John Doe Reserve Fund from the 1983 Storm Sewer Oversizing Project (P.N. #83-942) and that this project be closed.

(iv) That $250,000.00 be returned to the unallocated balance of the Old John Doe Reserve Fund from the 1984 Storm Sewer Oversizing Project (P.N. #84-904).

(v) That $49,451.00 be returned to the unallocated balance of the New John Doe Reserve Fund from the 1985 Storm Sewer Oversizing Project (P.N. #85-903).

(b) (i) That $95,874.00 be allocated from the Major Watercourse Improvement to the construction of the West Branch of Sawmill Creek between Winston Churchill Blvd and the 403 (P.N. #84-220).

(ii) That $254,675.00 be allocated from the Old John Doe Reserve Fund to the construction of the West Branch of Sawmill Creek between Winston Churchill Blvd and the 403 (P.N. #84-220).

(iii) That $49,451.00 be allocated from the New John Doe Reserve Fund to the construction of the West Branch of Sawmill Creek between Winston Churchill Blvd and the 403 (P.N. #84-220).

(c) That by-laws be enacted to authorize the transfer of funds in accordance with (a) and (b) above.

(d) That the Erin Mills Development Corp. agree to pay any City costs in excess of the $400,000.00 budget amount prior to letting a tender for the work.

(e) That once a contract for the construction of the West Branch of the Sawmill Creek between Winston Churchill Blvd and Highway 403 has been awarded by the City, that the Servicing Agreement dated November 28, 1985, be amended to delete the Building Permit restriction on Lots 39 to 65 inclusive.

B.06.685.02

RECOMMEND ADOPTION

9. Report dated September 19, 1986, from the Commissioner of Engineering & Works regarding an exemption from Major Watercourse Improvement Levy and Major Road Improvement to be granted to the developer for the proposed industrial subdivision known as 465348 Ontario Ltd. (Orlando Corporation - T-81040 - located north of Derry Road East and east of Dixie Road) and an exemption from Major Watercourse Improvement Levy to be granted to developer of the industrial subdivision known as Tenure Investments Ltd. (T-86029 and to the future Orlando Corp. development on lands bounded by T-81040 to the north, T-86029 to the south, Dixie Road to the west and plan 43M-457 to the east).

RECOMMENDATION:

(a) That the Financial Agreement for Orlando Corp. (T-81040 - lands located north of Derry Road East and east of Dixie Road) indicate that no Watercourse Improvement Levies are to be paid to the City for this development and that a credit in the amount of $664,317.15 is to be afforded to 465348 Ontario Ltd. (Orlando Corporation) against the Major Road Improvement Levy.

(b) That the Financial Agreement for the future development on lands owned by Orlando Corporation bounded by Plan T-81040 to the north, Plan T-86029 to the south, Dixie Road to the west and Plan 43M-457 to the east indicate that no Watercourse Improvement Levies are to be paid to the City.

(c) That the Financial Agreement for Plan T-86029 (Tenure Inv. Ltd.) indicate that no Watercourse Improvement Levies are to be paid to the City for this development.

T-81040
T-86029
B.06.457.02

RECOMMEND ADOPTION

10. Report dated September 10, 1986, from the Commissioner of Engineering & Works regarding a draw on the developer's securities for the grading rectification works on Park Lot 211 - adjacent to Lot 159, Plan 43M-445, Sheridan Mills Subdivision, located east of Erin Mills Parkway and south of Britannia Road West. Under the terms of the Servicing Agreement, Donlee Holdings Limited is responsible for the proper grading of all lots within the subdivision. Staff prepared letters to the developer dated November 6, 1985 and April 17, 1986 for Park Lot 211 - adjacent to Lot 159. To date, the outstanding grading rectification works have not been completed and the adjacent homeowner involved has expressed his concerns regarding the delay in the matter.

RECOMMENDATION:

(a) That the Commissioner of Engineering and Works be authorized to complete the outstanding grading rectification works on Park Lot 211 - adjacent to Lot 159, Plan 43M-445, Sheridan Mills Subdivision, located east of Erin Mills Parkway and south of Britannia Road West at an estimated cost of $4,000.00.

(b) That the Commissioner of Engineering and Works be authorized to engage Allan C. Randles Limited for design and supervision of the corrective grading works at an estimated cost of $500.00.

(c) That the City Treasurer be authorized to draw on the developer's Letter of Credit to defray the costs incurred by the City pursuant to Recommendations (a) and (b).

B.06.445.02

RECOMMEND ADOPTION

11. Report dated September 18, 1986, from the Commissioner of Engineering & Works with respect to a draw on the developer's securities for the repair of the above ground deficiencies in the Mississauga Valleys Subdivision, Phase IV (lands located south of Burnhamthorpe Road/east of Hurontario Street).

Hammerson Canada Ltd. was advised in a letter dated December 11, 1985, that an amount of $22,859.00 would be accepted as cash-in-lieu of the performance of these deficiencies. To date this payment has not been received and the required repairs have not been completed. The current estimated cost of the required repairs has now been estimated at $25,000.00 00.

RECOMMENDATION:

That the Commissioner of Engineering and Works be authorized to draw on the Letter of Credit (current value $98,761.00) to complete the above ground deficiencies at an estimated cost of $25,000.00 for Mississauga Valleys Subdivision, Phase IV (lands located south of Burnhamthorpe Road/east of Hurontario Street).

B.01.08
B.01.11

RECOMMEND ADOPTION

12. Report dated September 18, 1986, from the Commissioner of Engineering & Works with respect to a draw on developer's securities for the repair of above ground deficiencies in the Mississauga Meadows Subdivisions, Phase I and II (located north of Burnhamthorpe Road/west of Cawthra Road).

Hammerson Canada Ltd. was advised in a letter dated March 5, 1986, that $45,497.97 would be accepted as cash-in-lieu of the performance of above ground repairs in the developments. To date this payment has not been received and the repairs not been completed. Hammerson has been repeatedly advise of the outstanding matters however no action has been taken to resolve these issues.

RECOMMENDATION:

That the Commissioner of Engineering and Works be authorized to draw on the Letter of Credit (current value $110,034.00) for the completion of outstanding above ground repairs at a cost of $25,652.00 in Mississauga Meadows, Phase I (Plan M-143) and $45,497.97 in Mississauga Meadows, Phase II (Plans M-144 and M-145) (lands located north of Burnhamthorpe Road/west of Cawthra Road).

B.06.143.02
B.06.144.02

RECOMMEND ADOPTION

13. Report dated September 22, 1986, from the Commissioner of Engineering & Works regarding a draw on the developer's securities for the completion of curb cuts, sidewalk repairs and asphalt resurfacing for All Nations Investments Limited (lands located on Indian Road/west of Indian Grove).

In accordance with the requirements of the Servicing Agreement the developer was to arrange for the completion of these works on or before August 15, 1985; however due to the incomplete status of building construction this was not feasible prior to the completion of the 1985 construction season.

Following completion of building construction, grading and sodding of the lots in the Summer of 1986, the developer was advised by letter dated August 28, 1986, to complete the above ground works. No response has been received to date.

RECOMMENDATION:

That the Commissioner of Engineering and Works be authorized to complete the outstanding curb cuts, sidewalk repairs and asphalt resurfacing works at an estimated cost of $13,200.00 for All Nations Investments Limited (C.A.'B' 9-13/83-M, Plan 43R-10885, lands located on Indian Road/west of Indian Grove) and that the City Treasurer be authorized to draw on the Developer's Letter of Credit (current value of $15,892.25) to defray the costs incurred by the City.

B.07.83009

RECOMMEND ADOPTION

14. Report dated September 18, 1986, from the Commissioner of Engineering & Works with respect to the Assumption of the municipal works for Talka Subdivision, Phase I, Plan M-209, located north of Lakeshore Road West and east of Clarkson Road. As far as the Engineering and Works Department is concerned, the developer has complied with all the requirements of the Engineering Agreement for the installation of municipal services.

The Region of Peel has indicated that they will accept an amount of $17,625.00 as cash-in-lieu of rectification of the remaining deficiencies with respect to the watermain services in Plan M-209. The developer has authorized that this amount be drawn from the Letter of Credit currently valued at $93,854.84.

RECOMMENDATION:

(a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Engineering Agreement for Talka Subdivision, Phase I, Plan M-209, located north of Lakeshore Road West and east of Clarkson Road.

(b) That the City Treasurer be directed to draw an amount of $17,625.00 from the Letter of Credit for Plan M-209 (current value $93,854.84) and forward this amount to the Region of Peel for the rectification of the remaining watermain deficiencies in Talks subdivision.

(c) That the remaining securities for the Engineering Agreement for Plan M-209 be released to the developer, Phi International Incorporated.

(d) That a by-law be enacted establishing the road allowance within Plan M-209 as public highway and part of the municipal system of the City of Mississauga.

B.06.209.02

RECOMMEND ADOPTION

15. Report dated September 18, 1986, from the Commissioner of Engineering & Works regarding the assumption of municipals works for Talka Phase II, Plans 43R-3829 and 43R-8261 (located north of Lakeshore Road West/east of Clarkson Road). As far as the Engineering and Works Department is concerned, the developer has complied with all the requirements of the Engineering Agreement for the installation of municipal services.

RECOMMENDATION:

(a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Engineering Agreement for Talka Phase II, Plans 43R-3829 and 43R-8261, Johnsons Lane and Andros Boulevard (located north of Lakeshore Road West/east of Clarkson Road).

(b) That the remaining securities for the Engineering Agreement for Plans 43R-3829 aNd 43R-8261 be released to the Developer, Phi International Incorporated.

B.06.209.02

RECOMMEND ADOPTION

16. Report dated September 8, 1986, from the Commissioner of Engineering & Works in response to a request that the truck routes be reviewed in the industrial area on the west side of Falconer Drive between Alpha Mills Road and Matlock Avenue. Investigation has determined that both Alpha Mills Road and Matlock Avenue are restricted by by-law to heavy vehicles although trucks are allowed to make deliveries on a prohibited road through the shortest most direct route. As this industrial area has two routes which could be considered the shortest route, Alpha Mills Road or Matlock Avenue, enforcement would prove impractical and perhaps impossible.

The problem is that there are residential single family dwellings on Alpha Mills Road that these heavy vehicles pass.

As a solution thethe heavy truck prohibition could be removed on Matlock Avenue from Mississauga Road to Falconer Drive but retained east of Falconer Drive in the residential area. This along with directory signs at Mississauga Road on Alpha Mills Road instructing heavy vehicles to use Matlock Avenue should prevent trucks from travelling past the C.P.R. lines on Alpha Mills Road into the residential area. In addition the prohibitive signing on Alpha Mills Road could be upgraded.

RECOMMENDATION:

(a) That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to remove the heavy truck prohibition from Matlock Avenue between Mississauga Road and Falconer Drive.

(b) That the Engineering Department manufacture and erect directory signs on Alpha Mills Road at Mississauga Road, instructing heavy truck delivering to Falconer Drive to use Matlock Avenue only.

(c) That prohibitive truck signs be posted on Matlock Avenue east of Falconer Drive restricting heavy trucks into the residential area.

F.06.04.06

RECOMMEND ADOPTION

17. Report dated September 8, 1986, from the Commissioner of Engineering & Works with respect to a parking prohibition on Truscott Drive between Kelly Road and Winston Churchill Boulevard. A By-law was passed on June 9, 1986 prohibiting parking on the south side of Truscott Drive between Kelly Road and Winston Churchill Boulevard. Since this By-law was approved, the area residents have expressed their opposition to the prohibition and Councillor Mullin has requested that the Engineering Department not proceed with the posting of prohibitive signs.

The Engineering Department has no objection to this change at this time; however, the traffic conditions on Truscott Drive will be monitored and if in the future a safety hazard arises, due to parked vehicles, a parking prohibition on one side of Truscott Drive may have to be implemented. This is due to the fact that when parking occurs on both sides of Truscott Drive, two through lanes of traffic cannot be maintained.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law 444-79, as amended, to remove the parking prohibition from the south side of Truscott Drive from Kelly Road to Winston Churchill Boulevard.

F.06.04.02

RECOMMEND ADOPTION

18. Report dated September 8, 1986, from the Commissioner of Engineering & Works in response to a a request from the area Councillor to review the existing parking prohibition on Havenwood Drive from Bloor Street to Haven Glenn.

The review has indicated that the existing signing is adequate but, does not conform to the listing in Traffic By-Law 444-79. Therefore, there is a need to amend this to reflect signing as it appears in the field. Parking will therefore be prohibited from Tyneburn Crescent (north leg) to Williamsport Drive (south leg) both sides and on the west side from Tyneburn Crescent (north leg) to Haven Glenn.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize prohibitive parking signs on Havenwood Drive to bring it into conformity with the Traffic By-law.

F.06.04.02

RECOMMEND ADOPTION

19. Report dated August 27, 1986, from the Commissioner of Engineering & Works in response to a request for the installation of an all-way stop at the intersection of Fieldgate Drive and Ponytrail Drive.

The intersection has been reviewed with respect to the installation of an all-way stop and the installation would be warranted during the a.m. peak hour but would not be during the p.m. peak. The count was done in August of 1986 and generally traffic volumes are lower during the Summer than during the Fall period. Once school is returned the volumes at this intersection will likely warrant the installation of an all-way stop. In addition, there have been four pedestrian accidents at this location and there is an adult crossing guard during the times the schoolchildren are crossing.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to institute an all-way stop at the intersection of Fieldgate Drive and Ponytrail Drive.

F.06.04.05

RECOMMEND ADOPTION

20. Report dated September 12, 1986, from the Commissioner of Engineering & Works regarding the installation of Traffic Control Signals at Winston Churchill Boulevard and The Collegeway. Erin Mills Neighbourhood 501 and 502 have commenced with development. As a result, The Collegeway now physically extends west of Winston Churchill Boulevard. Funds have been made available in the agreement with Erin Mills Developments for the installation of signals at this location. Signal warrant criteria has not been satisfied at present, however, traffic conditions are increasing due to development in the area.

RECOMMENDATION:

That traffic control signals be installed at the intersection of The Collegeway and Winston Churchill Boulevard with the funds provided by the Erin Mills Development Corporation.

F.06.02

RECOMMEND ADOPTION

21. Report dated September 23, 1986, from the Commissioner of Engineering & Works regarding a request received through Councillor Mahoney's office, from a Mr. Gary J. Robertson, for the installation of an all-way stop at the intersection of Folkway Drive and the north leg of Sawmill Valley Drive. Mr. Robertson feels that vehicle speeds and volumes on Folkway Drive are such that a dangerous condition exists requiring all-way stop installation. A review of the area reveals that all-way stop warrants are not satisfied in terms of volume, delay, nor accidents at either of the intersections studied. Further, it is apparent from studies in this and other municipalities that the installation of unwarranted all-way stops generally leads to abuse and non-compliance of the stop control, an increase in vehicle speeds approaching and leaving the stop control, and an overall decrease in the level of safety.

RECOMMENDATION:

(a) That an all-way stop not be installed at Folkway Drive and Sawmill Valley Drive.

(b) That an all-way stop not be installed at Folkway Drive and Coppersmith Court.

F.06.04.05

RECOMMEND ADOPTION

22. Report dated September 23, 1986, from the Commissioner of Engineering & Works in response to a request from Councillor Mullin that the Department review the traffic conditions on Benedet Drive with respect to a petition from the residents. The residents have requested that the following action be taken with respect to traffic on Benedet Drive.

1. Close Vey to vehicular traffic;
2. Install all-way stops at least at three intersections on Benedet Drive.
3. Reduce the speed limit to 40 km/h on Benedet Drive.

A second proposal was to close Benedet Drive at Winston Churchill Boulevard, however, the executive of the Benedet Woods Community Association has advised that there was little support for this proposal.

In the covering letter (copy attached) the residents association have indicated the following factors:

- Street is wide and straight encouraging speeding;
- Main traffic flow is through Una and Vey;
- Homes are placed very close to the street;
- Major safety hazard with a number of accidents;
- More accidents and hazardous driving when new subdivision opens west of Winston Churchill Boulevard.

The area has been reviewed in depth and the report outlines comments with respect to the residents concerns.

RECOMMENDATIONS:

(a) That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the installation of all-way stops at the intersection of Benedet Drive and Una Road and Vey Road as the warrants are satisfied.

(b) That Vey Road not be closed to vehicular traffic.

(c) That the speed limit on Benedet Drive not be reduced to 40 km/h.

F.06.04.05
F.06.04.10

RECOMMEND ADOPTION

23. Recommendation OW-241-86 of August 11, 1986, adopted by Council on August 13, 1986, as follows:

(a) That neither Princess Street (Malton) nor Princess Street (Streetsville) be renamed until a distinctly different name can be agreed upon for one of these streets.

(b) That Councillor T. Southorn consult with the Streetsville Historical Society regarding an alternate name for Princess Street in Streetsville.

Attached is a letter dated August 29, 1986, from the Historical Society in response to Councillor Southorn's consultation objecting to any change as it is unnecessary, upsetting for many, and unwarranted from historical point of view.

Attached is a further letter dated August 21, 1986, from Hugh Slaght of 15 Princess Street also objecting to any change in name.

RECOMMENDATION:

That no further action be taken at this time with respect to the renaming of Princess Street in Streetsville.

F.02.07

RECOMMEND ADOPTION

24. Report dated September 17, 1986, from the Commissioner of Engineering & Works regarding the renaming of Stavebank Road from Premium Way to Queensway West to Old Stavebank Trail. Old Stavebank Trail was submitted to the Region of Peel Street Names Committee at their meeting on September 3, 1986 and the name was approved.

The Fire Department and ambulance Service representatives noted that their new computer dispatch programmes listed the addresses on discontinuous sections of roads such as Stavebank Road, and that for emergency services this street name change would not be necessary.

RECOMMENDATION:

That the Community be requested for their input into the proposed name of "Old Stavebank Trail" for that portion of Stavebank Road between Premium Way and Queensway West.

F.02.07

RECOMMEND ADOPTION

25. Report dated September 22, 1986, from the Commissioner of Engineering & Works regarding the renaming of that portion of the Queensway West from Mavis Road to Glengarry Road. Councillor Culham suggested that this portion be renamed either Old Queensway Lane or Old Glen Sharon Way; however, the Region of Peel Street Names Committee have advised that this portion of the Queensway West should not be renamed as there is no break in the road pattern at Mavis Road and renaming may cause confusion for emergency services.

RECOMMENDATION:

That the Queensway West between Mavis Road and Glengarry Road not be renamed at this time.

F.02.07

RECOMMEND ADOPTION

26. Report dated September 22, 1986, from the Commissioner of Engineering & Works regarding the following street names proposed by Mrs. Stanley Harkness for proposed Plan of Subdivision T-81040 (lands located east of Dixie Road north of Derry Road East:

David Harkness James Lansbrough William

The submission was reviewed by the Region of Peel Street Names Committee and none of the names were approved as all but Lansbrough was a duplication. Lansbrough was rejected as it would be confusing to emergency dispatchers.

RECOMMENDATION:

That Mrs. Stanley Harkness be advised that the street names suggested for proposed Plan of Subdivision T-81040 (lands located east of Dixie Road north of Derry Road East) have not been approved.

T-81040
F.02.07

RECOMMEND ADOPTION

27. Report dated September 8, 1986, from the Commissioner of Engineering & Works regarding the following street names to be placed on the Mississauga Reserve Street Names List:

Adams	Madden	Allison	Morris	Chrisholm
Pinkney	Cooke	Robinette	Dunn	Romain
Fenwick	Rutledge	Harris	Silverthorne	
Jackson	Waterhouse			

The submission was reviewed by the Region of Peel Street Names Committee on September 3, 1986 and the following names were approved:

Fenwick Robinette Waterhouse

The other names are presently being used as street names within the Region of Peel.

RECOMMENDATION:

That the following names be added to the City of Mississauga Reserve Street Names List: Fenwick; Robinette; Waterhouse.

F.02.07

RECOMMEND ADOPTION

28. Report dated September 8, 1986, from the Commissioner of Engineering & Works regarding the following proposed street names submitted by Anton Kikas Limited for Plan of Subdivision T-84009 and T-84012 (lands located at the southwest corner of Britannia Road West and Creditview Road):

Astrella	Aquarius	Aspen	Banff	Caribbean
Cherrywood	Concord	Fitzgerald		

The submission was reviewed by the Region of Peel Street Names Committee on September 9, 1986 and the following names were approved:

Astrella Aquarius Banff Cherrywood Fitzgerald

The other names have previously been assigned to other streets.

RECOMMENDATION:

That Anton Kikas Limited be advised that the following names have been approved for street names in Subdivisions T-84009 and T-84012:

Astrella Aquarius Banff Cherrywood Fitzgerald

RECOMMEND ADOPTION

T-84009
T-84012
F.02.07

29. Report dated September 8, 1986, from the Commissioner of Engineering & Works with respect to proposed Street Names submitted by First City Developments for Subdivision T-86048 (lands located on the north side of Britannia Road West/west of Tenth Line) as follows:

Blackbird	Plover	Bluebird	Purple Finch
Curlew	Redpoll	Goldfinch	Redwing
Hummingbird	Sandpiper	Kestrel	Swallow
Kingbird	Tanger	Mallard	Wood Duck
Meadowlark	Songsparrow	Oriole	Kingfisher
Phoebe			

The submission was reviewed by the Region of Peel Street Names Committee on September 3, 1986 and the following names were approved:

Curlew	Meadowlark	Purple Finch	Redpoll
Redwing	Songsparrow		

The remainder of the names were duplications of existing streets, or confusion could result in their spelling.

RECOMMENDATION:

That First City Developments be advised that the following names have been approved for use in Subdivision T-86048 (lands located on the north side of Britannia Road West/west of Tenth Line):

Curlew	Meadowlark	Purple Finch	Redpoll
Redwing	Songsparrow		

T-86048
F.02.07

RECOMMEND ADOPTION

30. Report dated September 8, 1986, from the Commissioner of Engineering & Works regarding a proposed street name for a private road extension of Orlando Drive/west of Airport Road. The submission was reviewed by the Region of Peel Street Names Committee on September 3, 1986 and approved.

RECOMMENDATION:

That N.O.R.R. Group Associates be advised that Silver Dart Drive has been approved as the name for the private street in the new Cargo Area (Area 5) of the Lester B. Pearson International Airport.

F.02.07

RECOMMEND ADOPTION

31. Report dated September 8, 1986, from the Commissioner of Engineering & Works regarding the name Swerdon Drive as a proposed street name for Subdivision T-84026. This submission was reviewed by the Region of Peel Street Names Committee on September 3, 1986 and approved.

RECOMMENDATION:

The Everlast Construction be advised that Swerdon Drive has been approved for use as a street name in Subdivision T-84026 (lands located on Fifth Line West.

T-84026
F.02.07

RECOMMEND ADOPTION

32. Report dated September 5, 1986, from the Acting Commissioner of Building, Zoning and Licensing regarding the appointment of officers to enforce Section 29a of The Game and Fish Act with deals with leg hold traps.

RECOMMENDATION:

That a by-law be enacted to appoint Mr. Leonard L. Addison, Mr. Duilo Rose and Mr. Brad Parliament as officers for enforcing Section 29a of The Game and Fish Act (which deals with leg hold traps).

L.07.01.02

33. Report dated September 8, 1986, from the Acting Commissioner of Building, Zoning and Licensing with respect to an application from a homeowner for assistance under the Termite Control By-law 741-81. The cost of the treatment has been estimated at $350.00 and the City's share would be 50%.

RECOMMENDATION:

That the application for a grant under the Termite Control By-law 741-81 made by the homeowner listed on Appendix 'A' attached to the report dated September 8, 1986, from the Acting Commissioner of Building, Zoning and Licensing be approved and that payment be authorized under the terms of the By-law upon satisfactory completion of the work.

A.02.03.03.07

RECOMMEND ADOPTION

34. Report dated September 9, 1986, from the Acting Commissioner of Building, Zoning and Licensing with respect to an application from a homeowner for assistance under the Termite Control By-law 741-81. The cost of the treatment has been estimated at $375.00 and the City's share would be 50%.

RECOMMENDATION:

That the application for a grant under the Termite Control By-law 741-81 made by the homeowner listed on Appendix 'A' attached to the report dated September 9, 1986, from the Acting Commissioner of Building, Zoning and Licensing be approved and that payment be authorized under the terms of the By-law upon satisfactory completion of the work.

A.02.03.03.07

RECOMMEND ADOPTION

35. Report dated September 4, 1986, from the City Solicitor with respect Land Division Committee Applications "B" 119/86-M to and including "B" 126/86-M and the City of Mississauga sale to Marpal Properties Limited of parts of Lots 11 and 12 Range 1, South of Dundas Street and part of Lot 12 Range 2, South of Dundas Street and part of Stavebank Road, between Morrison Avenue and Paisley Boulevard. The City has entered into an Agreement of Purchase and Sale dated January 27, 1986, authorized by By-law No. 101-86, for the conveyance of lands to Marpal Properties Limited although the transaction has not yet been completed. In the meantime, Marpal Properties Limited has made application to the Land Division Committee for consent to convey those lands so as to subdivide the lands into various lots, under the above mentioned application numbers.

The Land Division Committee has approved the applications upon certain conditions, including the provision of easements for utilities and municipal services, where required. Certain easements have been identified as necessary over lands which are to be conveyed to Marpal Properties Limited but which are presently owned by the City. Marpal Properties Limited has agreed that the easements may be conveyed directly from The Corporation of the City of Mississauga prior to the conveyance of the lands to Marpal Properties Limited. This will also have the benefit of avoiding Planning Act difficulties.

RECOMMENDATION:

That a by-law be enacted to authorize execution of the following documents over part of Stavebank Road:

(a) An Easement in favour of The Regional Municipality of Peel for sanitary sewer and watermain purposes;
(b) An Easement in favour of Mississauga Hydro- Electric Commission for underground electrical power lines;
(c) An Easement in favour of Consumers' Gas Company Ltd. for gas pipe line works; and
(d) An Easement in favour of Rogers Cable TV Limited for service wires.

B.07.86119

RECOMMEND ADOPTION

36. Report dated September 2, 1986, from the City Clerk in response to a request for permanent easement by Hydro Mississauga over part of closed out part of Fifth Line West by By-law 904-81 registered as 600006. The Engineering Department has reviewed the request and are in favour of granting the easement.

RECOMMENDATION:

That a By-law be enacted authorizing execution of a Grant of Easement from the City of Mississauga in favour of Hydro Mississauga over part of the Fifth Line West south of Surveyor Road closed by By-law 904-81 registered as 600006 described as Parts 1, 2, 3 and 4 on Reference Plan 43R-9861.

E.02.02.04
F.02.03

RECOMMEND ADOPTION

37. Report dated September 3, 1986, from the City Clerk with respect to the proposed servicing for the Heritage Hills Subdivision, T-84024, it is necessary for the City to acquire an external easement from the Ontario Ministry of Government Services. The easement is for the purpose of constructing and maintaining a storm drainage channel. The location of the easement has been reviewed and approved by the Engineering Department. The cost of the permanent easement and temporary easement during the period of construction is $1,700.00 which funding for the acquisition will be at the developer's expense.

RECOMMENDATION:

That a By-law be enacted authorizing the execution of the "Application to Purchase Easement" for the sum of $1,700.00 together with any further documents required upon acceptance of the "Application" for lands described as Part of Lot 20, Concession 2, N.D.S., designated as Parts 10 and 11 (permanent easement) and Parts 21 and 22 (temporary working easement) on a preliminary reference plan prepared by David B. Searles Surveying Ltd. (File No. 50-6-85 - lands location within the Parkway Belt north of Highway 403/east of Mavis Road).

B.02.84024

RECOMMEND ADOPTION

38. Report 6-86 of the Public Vehicle Authority meeting held on September 9, 1986.

A.03.04.01

RECOMMEND ADOPTION
(with the exception of Item 52 which is dealt with as Item 1 on this Agenda)

39. Report 7-86 of the Traffic Safety Council meeting held on September 24, 1986.

A.03.04.11.02

RECOMMEND ADOPTION

City of Mississauga

MEMORANDUM

P.V.A. DATE Sept. 9/86

Chairman and Members
Public Vehicle Authority

A. E. McDonald, P. Eng.
Acting Commissioner
Building, Zoning & Licensing

RECEIVED
REGISTRY No. 7132
DATE SEP 8 1986
FILE No. L.08.02
CLERK'S DEPARTMENT

August 28, 1986

SUBJECT: Transfer fees

OCT 1 1986
OPERATIONS/WORKS

ORIGIN: Letter dated May 5, 1986 from Mr. Anthony M. Speciale and discussed at the Public Vehicle Authority meeting on August 12, 1986.

At the Public Vehicle Authority meeting on August 12, 1986, Mr. Speciale, on behalf of his clients, the Toronto Airport Limousine Operators Association, made a submission relating "transfer fees" as set out in the Public Vehicle Licensing By-law 697-84, as amended.

Mr. Speciale stated that his clients felt the large transfer fees were not equitable for an owner or company which transfers multiple numbers of licences and that a more reasonable fee should be considered in such instances. He went on to explain that his clients are willing to pay their share of the "user pay" concept of the Vehicle Licening Section.

When establishing the fees under Schedule 1 in the current By-law 697-84 the relationship between the amount of the fees for the various classes, which had been established in previous by-laws, was generally maintained.

Staff agree that a possible decrease in fees should be considered for owners who are transferring more than one (1) licence in any single agreement.

Over the past three (3) years, the taxicab industry has paid an average of $23,850. in transfer fees yer year. Over the same period of time there has been an average of one (1) sale and transfer per year of an Airport Public Transportation Vehicle (A.P.T.V.) company. Transfer fees for A.P.T.V. licences were not provided for in the present by-law until 1986 with one transfer taking place amounting to $2,100. in fees being paid.

1(a)

This shows that in the past the taxicab industry has paid a much greater portion of transfer fees to the City than has been paid by A.P.T.V. owners.

Therefore, to provide a more equitable method of paying transfer fees by taxicab and A.P.T.V. owners, staff has devised a formula for calculating transfer fees that will result in reducing by 'ONE HALF' the normal amount usually paid for the transfer of multiple number of licences, and furthermore the MAXIMUM transfer fee required to be paid for both taxicab and A.P.T.V. (Limousines) owners will be $25,000.

NUMBER OF LICENCES INVOLVED IN TRANSFER X SINGLE LICENCE TRANSFER FEE ÷ 2 = TOTAL FEE PAYABLE

NOTE: MAXIMUM FEE REQUIRED TO BE PAID UNDER THIS FORMULA WILL NOT EXCEED $25,000.

Example Fees Using Formula)

NO. LIC'S TRANSFERRED	X	SINGLE FEE	=	AMOUNT	÷	2	=	TOTAL FEE PAYABLE
3	x	$840.	=	$ 2,520.	÷	2	=	$ 1,260.
6	x	$840.	=	$ 5,040.	÷	2	=	$ 2,520.
8	x	$840.	=	$ 6,720.	÷	2	=	$ 3,360.
10	x	$840.	=	$ 8,400.	÷	2	=	$ 4,200.
12	x	$840.	=	$10,080.	÷	2	=	$ 5,040.
21	x	$840.	=	$17,640.	÷	2	=	$ 8,820.
30	x	$840.	=	$25,200.	÷	2	=	$ 12,600.
59	x	$840.	=	$49,560.	÷	2	=	$ 24,780.
60	x	$840.	=	$50,400.	÷	2	=	$(25,200.)$25,000
80	x	$840.	=	$67,200.	÷	2	=	$ 33,600.)MAXIMUM
100	x	$840.	=	$84,000.	÷	2	=	$ 42,000.)FEE

NOTE: No change in the Transfer Fee for a single licence as this fee will remain at $840.00 per transfer.

1(b)1

Since the above formula does not provide the appropriate results when two (2) licences are transferred, therefore the following forumula is proposed:-

TWO LICENCE TRANSFER FEE FORMULA:

SINGLE	1	)	3 LIC. TRANSF. FEE			TOTAL FEE
TRAN.FEE +	2	DIFFERENCE)	1 LIC. TRANSF. FEE		=	PAYABLE

(Example - Using Formula)

$840. + 1/2 of 420 (3 LIC. FEE = $1,260.) = $1,050.
$210.00 (1 LIC. FEE - 840.)
420.)

RECOMMENDATION:

(a) That the fee changes as set out in the August 28, 1986, report of A. E. McDonald, Acting Commissioner of Building, Zoning and Licensing, in the method of calculating the total transfer fees in Vehicle Licensing By-law 697-84, be approved.

(b) That By-law 697-84 be amended accordingly.

A. E. McDonald, P. Eng.
Acting Commissioner of Building,
Zoning and Licensing

RN/hu

16(c)

4. Report dated August 28, 1986 from Mr. A. E. McDonald, Acting Commissioner of Building, Zoning and Licensing, regarding transfer fees. This report was prepared in response to a letter dated May 5, 1986 from Mr. Anthony M. Speciale and discussed at the Public Vehicle Authority meeting on August 12, 1986.

At the Public Vehicle Authority meeting on August 12, 1986, Mr. Speciale, on behalf of his clients, the Toronto Airport Limousine Operators Association, made a submission relating to "transfer fees" as set out in the Public Vehicle Licensing By-law 697-84, as amended.

Mr. Speciale stated that his clients felt the large transfer fees were not equitable for an owner or company which transfers multiple numbers of licences and that a more reasonable fee should be considered in such instances. He went on to explain that his clients are willing to pay their share of the "user pay" concept of the Vehicle Licensing Section.

When establishing the fees under Schedule 1 in the current By-law 697-84 the relationship between the amount of the fees for the various classes, which had been established in previous by-laws, was generally maintained.

Staff agree that a possible decrease in fees should be considered for owners who are transferring more than one (1) licence in any single agreement.

Mr. McDonald recommended:

(a) That the fee changes as set out in the August 28, 1986, report of A. E. McDonald, Acting Commissioner of Building, Zoning and Licensing, in the method of calculating the total transfer fees in Vehicle Licensing By-law 697-84, be approved.

(b) That By-law 697-84, be amended accordingly.

Mr. Nisbet noted that he had notified Mr. Speciale's office that this item would be discussed at this meeting and they indicated that Mr. Speciale had not received direction from his clients to reappear on this matter.

Considerable discussion took place regarding the proposed transfer fees, and the difference between the transfer of a licence and the transfer of a contract. Mr. B. Knight of City Taxi addressed the Committee, and noted that as a lease holder he is registered with the City and the City has all the particulars regarding his lease on record, name, address, insurance etc. Mr. Knight stated that the City should be enforcing the registration of all limousine contracts to ensure that they have all the necessary information regarding the limousine contracts on record. Mr. Zahavy stated that all the information on contracts is available at any time from his office. Mr. Nisbet noted that under the provisions of the by-law the City could enforce registration when limousine contracts are transferred. Mayor McCallion expressed concern that both taxicabs and limousines be treated alike, and asked that the Subcommittee studying leases also address the matter of contracts.

Mr. Cowan stated that he was opposed to the staff recommendation and felt that the present transfer fee of $840.00 per licence should not be changed. Councillor Mullin noted that it was important that equity be maintained for both taxicabs and limousines. Following a lengthy discussion with regard to transfer fees, Councillor Mullin moved that the transfer fee for taxicabs and Airport Public Transportation Vehicles remain at $840.00 per licence transfer.

This motion was voted on and carried.

L.08.02
See Recommendation 52-86 (P. Mullin)
ADOPTED

...y of Mississauga

MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00015

To Chairman and Members of
Dept. Operations and Works Committee.

From William P. Taylor, P.Eng.,
Dept. Engineering and Works Dept.

RECEIVED
REGISTRY No. 7711
DATE SEP 24 1986
FILE No. F.06.01
CLERK'S DEPARTMENT

September 23, 1986.

OCT 1 1986
OPERATIONS/WORKS

SUBJECT: Hedge - 2524 Mason Heights.

SOURCE: Council meeting of July 16, 1986.

COMMENTS: Council at its meeting of July 16, 1986 adopted the following recommendation:

> "That the following Traffic Safety Council recommendation of June 25, 1986, be referred to the Operations and Works Committee meeting scheduled for August 11, 1986:
>
> That no further action be taken with respect to the hedge adjacent to 2524 Mason Heights and that Mr. S. Dwyer be so advised."

The Department was requested to set up an on-site meeting with Mr. Dwyer, Mr. D. Hancock a representative of the Traffic Safety Council and staff from the City's Traffic Section.

The site meeting was held on August 22, 1986 and was attended by the following people:

Mr. & Mrs. Dwyer	-	2524 Mason Heights
Mr. D. Hancock	-	representative of Mr. Dwyer
Mr. A. Wood	-	Traffic Safety Council
Mr. J. Thomas	-	Traffic and Transportation Engineer
Mr. S. Barrett	-	Traffic Section

At the site meeting a number of issues were reviewed with respect to the location of the hedge, the available sight distance and the driveway grades. During the site meeting Mr. Hancock requested that we review a proposal he had put in a sketch submitted to the City with respect to relocating the hedge. The delay in this report to Operations and Works Committee was the result of Mr. Thomas attempting to obtain clarification from Mr. Hancock. We have had an opportunity to recently discuss the sketch (see attached copy) with Mr. Hancock.

.../2

2(a)

Mr. Hancock's Proposal:

With reference to the attached sketch, Mr. Hancock is suggesting that the hedge be trimmed approximately 14 feet (4.25 m) along each side and to relocate the hedge to form a 'daylighting triangle'of approximately 6 - 7 feet (1.8 m - 2.1 m).

Mr. Hancock, in support of his request, suggested that Mr. DWyer's neighbour would, by virtue of the hedge being located 1 - 2 feet (.3 m - .6 m) on the Mason Heights right-of-way, be able to claim the right-of-way as his property. Also, Mr. Hancock indicated that the City made an error in permitting such a steep driveway which Mr. Hancock estimated at 5%.

The site meeting ended with the agreement that we would obtain Mr. Hancock's sketch and review. This has been done and we have the following comments:

1. The neighbours hedge has been trimmed to approximately 4 feet (1.2 m) and has been kept trimmed. As indicated in a previous report, the neighbour has been cooperative in this regard.

2. The hedge is located between 1 - 2 feet (.3 m - .6 m) on the right-of-way. However, we do not see this as a serious problem and the relocation of the entire hedge to the property line would not significantly increase available sight lines. Also, the resident would not be able to lay claim to the right-of-way by virtue of the location of his hedge.

3. The driveway at 5%, while steeper than a number of driveways, is still less than the maximum permitted driveway grade of 10%.

4. The suggested 'daylighting triangle' would, in our opinion, be of limited benefit although it would gain approximately 6 - 7 feet (1.8 m - 2.1 m) more sight distance along the sidewalk. We would point out that the City has no power to force Mr. DWyer's neighbour into relocating his hedge to provide Mr. Dwyer with a daylighting triangle. This is, in our opinion, strictly a private matter.

The situation that Mr. Dwyer is concerned about is, in our opinion, similar to almost any driveway in the City. In this case the "problem" is created by a hedge, a similar situation could, in our opinion, be created by other obstructions including vehicles parked in an adjacent driveway or even vehicles parked in the same driveway. These situations also create sight obstructions for vehicles driving out of private driveways.

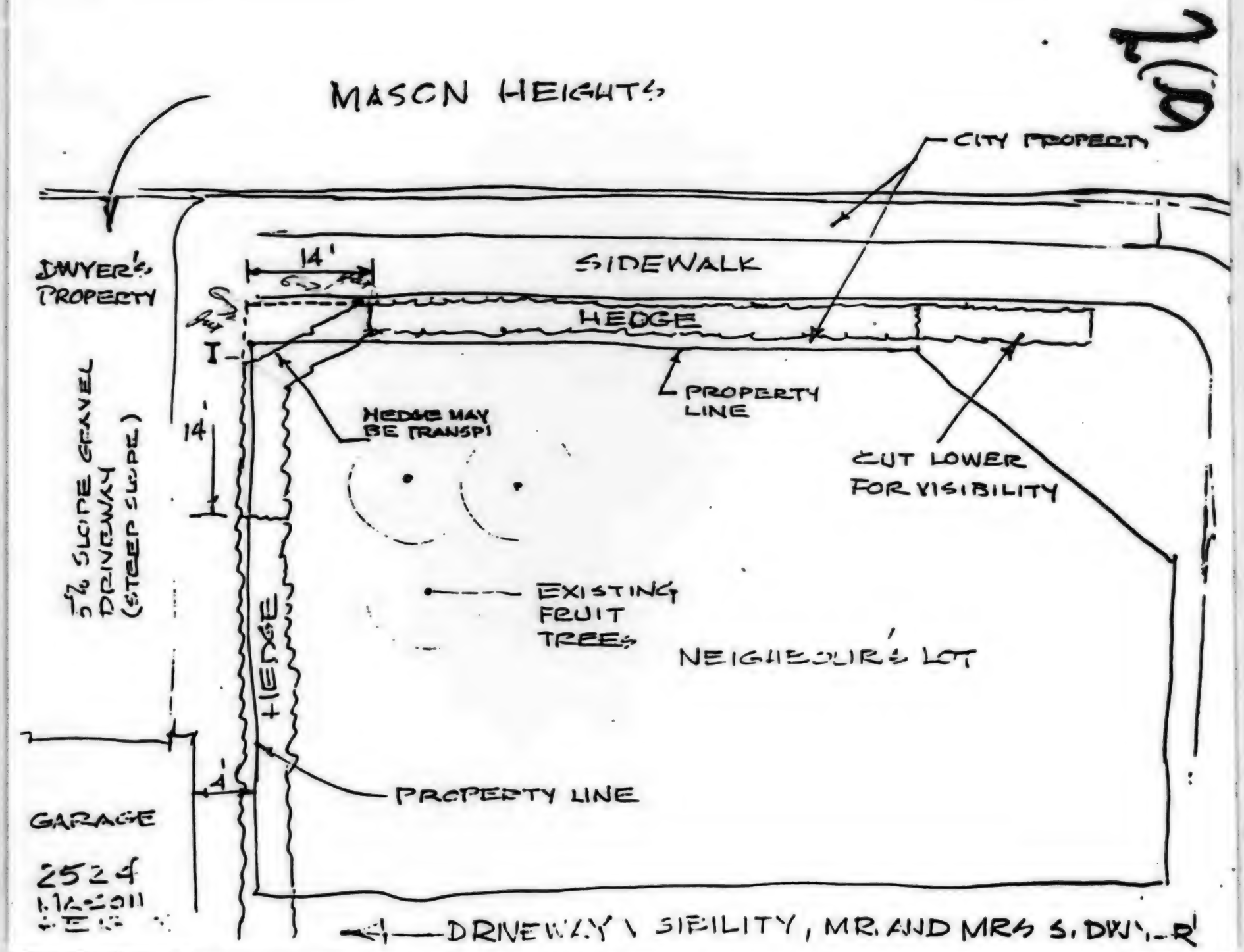
.../3

2(b)

RECOMMENDATIONS: That the report dated September 23, 1986 from the Commissioner of Engineering and Works, be received.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

JWT/dab
0487E


MASON HEIGHTS
CITY PROPERTY
SIDEWALK
14'
HEDGE
PROPERTY LINE
HEDGE MAY BE TRANSPL
CUT LOWER FOR VISIBILITY
EXISTING FRUIT TREES
NEIGHBOUR'S LOT
PROPERTY LINE
GARAGE
DRIVEWAY VISIBILITY, MR. AND MRS S. DWYER

3

City of Mississauga

MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00201

RECEIVED
REGISTRY No. 7177
SEP 4 1986
No. G.01.01
CLERK'S DEPARTMENT

To Chairman and Members of
Dept. Operations and Works Committee.

From William P. Taylor, P.Eng.,
Dept. Engineering & Works Dept.

August 26, 1986.

OCT 1 1986
OPERATIONS/WORKS

REPORT REQUEST: 225-86.

SUBJECT: Inquest into the death of Carlo Dicarlo.

SOURCE: Letter from Chief Coroner dated July 22, 1986.

COMMENTS: Chief Coroner of Ontario has forwarded to the City a copy of the verdict to the Coroner's Jury as well as the Presiding Coroner's letter regarding the above inquest.

Mr. Dicarlo deceased on December 5, 1985 while employed by Fieldgate Developments Limited at Dragon Court, Mississauga. Mr. Dicarlo was working on a construction site and was run over by a fork lift. Coroner's Jury made four recommendations as follows:

1. The licensing and training of fork lift operators should be mandatory;

2. First-aid training should be mandatory for construction site supervisor personnel;

3. All road changes and construction area access routes should be updated on a continuing basis for all emergency services;

4. All construction vehicles should be equipped with forward and reverse warning devices.

We have reviewed these recommendations and would advise that the second and third recommendations have some relevance to the City of Mississauga. Firstly, with respect to the second recommendation, first-aid training is available through the personnel department and all City staff have been encouraged to undertake the courses, this includes personnel working on construction sites. With respect to the third recommendation, the City undertakes to advise the emergency services whenever a road is closed or under construction. If conditions on the construction site warrant changes in any traffic patterns the emergency services are notified as soon as possible. As you will note in the letter from the Presiding Coroner to Dr. J.G. Young, the Regional Coroner, he has indicated that in this case there was no traffic delay in the Police getting to the scene nor did the ambulance experience any undue delay with regards to this instant.

3(a)1

RECOMMENDATION: That the report dated August 26, 1986 from the Commissioner of Engineering and Works be received and forwarded to the Chief Coroner for Ontario for his information.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

JWT/dab
0487E

MEMORANDUM

File Ref: 11 141 00039
11 121 00017

4

To Chairman & Members

From W. P. Taylor, P. Eng.

Dept. Operations & Works Committee

Dept. Commissioner of Engineering & Works

September 10, 1986

OPERATIONS/WORKS OCT 1 1986

SUBJECT: The Planting of Shrubs on the South Side of the North Sheridan Way at Portway Avenue.

ORIGIN: Councillor S. Mahoney

COMMENTS:

RECEIVED
REGISTRY No. 7458
DATE SEP 15 1986
No. G.0301
CLERK'S DEPARTMENT

A letter dated June 17, 1985 from five residents residing on Portway Avenue was sent to Mayor H. McCallion and Councillor D. Culham explaining that forty three (43) shrubs which were planted on the south side of the North Sheridan Way were destroyed by Works Department Crews. These shrubs planted by the residents were killed either by weed cutting or by insecticide use. During 1986 Councillor S. Mahoney was contacted by these residents regarding the same matter.

In the correspondence, the residents explained that they had spent a lot of time and money in planting and maintaining the shrubs along the fence line on the south side of North Sheriday Way and we were given to understand that hoses were laid across the road to ensure that they were watered. The residents are now requesting that they be replaced or compensated for the expense incurred.

Location approval was not obtained from the City and the Works Department did not know of their existence until notified of the damage as they were not visible during the cutting of the weeds located adjacent to the fence. We anticipate that the chances of these shrubs surviving is limited for the following reasons:

1) The available space between the edge of pavement and highway fence is minimal.
2) The North Sheriday Way is a priority route and is therefore salted during the winter period. The salt spray has a very damaging effect on shrubbery close to the highway.

.....2

RECOMMENDATION: We would recommend that the Corporation advise the residents that the shrubs will be replaced along the fence line on the condition that they undertake the total maintenance to ensure a healthy growth. In the event that these shrubs die in the future, the Corporation will not entertain their replacement.

W. P. Taylor, P. Eng.
Commissioner of Engineering
and Works

WPTJD:db

City of Mississauga

MEMORANDUM

To Chairman and Members of
Dept. Operations and Works Committee

From W. P. Taylor, P. Eng.
Dept. Engineering and Works

September 10, 1986

File: 13 211 00042

OPERATIONS/WORKS OCT 1 1986

SUBJECT: Centre Island on Courtney Park Drive west of Dixie Road

ORIGIN: Letter from G. N. Johnston Equipment Co. Ltd. dated June 12, 1986

COMMENTS:

RECEIVED
REGISTRY No 2369
DATE SEP 11 1986
FILE No F.02.01
CLERK'S DEPARTMENT

The attached letter has been received from Mr. Robert W. Hand, Treasurer, of the G. N. Johnston Equipment Co. Ltd. This letter explains that this department has given permission to remove the island opposite the driveway on Courtney Park Drive which is shared by the Johnston Equipment Company and the Canon Corporation. The cost of removal of this island is $16,000 and we have suggested that this be at the expense of both of these firms due to the fact that the island was in existence prior to their arrival in Mississauga.

Mr. Hand is suggesting that he thinks it would be more equitable and even fairer if the cost was split on a 50/50 basis; that is, the City pay 50% of the cost and the remaining 50% be split between the Canon and Johnston companies. We believe this request is reasonable.

RECOMMENDATION: That the G. N. Johnston Equipment Co. Ltd. (Robert W. Hand) and Canon Corporation (Mike Maeda) be advised that the City is prepared to remove the island opposite their driveway on Courtney Park Drive at a cost of $16,000 upon receipt of payment of $8,000 total from Canon Corporation and G. J. Johnston Equipment Co. Ltd.

William P. Taylor

William P. Taylor, P. Eng.
Commissioner of Engineering and Works

Attach.

0495E/0039E

FORM 145

City of Mississauga

MEMORANDUM

Files: 12 111 00001
12 241 00007

To: Chairman and Members of the Operations and Works Committee

Dept.

From: Wm. P. Taylor, P. Eng.

Dept. Engineering and Works

September 11, 1986

OPERATIONS/WORKS OCT 1 1986

SUBJECT: Improvements to driveways regarding accessibility where roll type curb is in existence on the street.

ORIGIN: Report Request No. 267/85
Request from Mr. Basich, 3475 Schomberg Avenue.

COMMENTS:

RECEIVED
REGISTRY No. 7603
DATE SEP 19 1986
FILE No. F.05.01
CLERK'S DEPARTMENT

The type of curb existing on Schomberg Avenue was installed over twenty years ago and is typical of the type installed in plans of subdivision during that era. It was felt that the roll type curb was conducive to driveway access being at any location and therefore when the driveway locations were in fact determined, it didn't really matter whether the garage was on the right or left hand side of the house as the driveway could be located at any point along the curb. Today, there are approximately 3,000 driveway locations where this condition exists and, in certain circumstances, residents have found it necessary to place asphalt wedges in the gutter to assist them in eliminating a bump. There are certainly many residents who have expressed the same sentiments as Mr. Basich whereas, on the other hand, there are many residents for which access over this type of curb does not appear to be a problem.

We would suggest that it probably depends on a number of factors some of which are grade of road, grade of driveway, type of car (length of wheelbase), etc. The existing City policy in this regard was adopted by Council back in July 1975 and therefore has been in effect for approximately eleven years. I am attaching a copy of the standard policy for information of the Committee. The present cost for a driveway cut for which we charge the Homeowner is $30.00 per metre ($9.00 per foot) and the total cost obviously depends upon whether the Applicant has a single or double driveway. The resident makes an application for the curb cut at the Engineering Department on the Fourth Floor of the City Hall and pays for the cost of the improvement at that time.

cont'd.

6(a)

Chairman and Members of the
Operations and Works Committee
September 11, 1986

Subject: Improvements to Driveways

COMMENTS - cont'd. As previously mentioned, these roll type curbs are presently in existence in approximately 3,000 driveways and I am attaching maps indicating the locations to give a general idea as to where they are located on a City-wide basis. To give Council an estimate of the cost involved, we assumed that a driveway was 16 ft. wide, i.e. half the distance between a single and a double, and the cost would be $10.00 per lineal foot. On this basis we would have 48,000 ft. of driveway to reconstruct at a cost of $480,000.00. Adding the cost of the asphalt repair involved would bring this figure up to approximately Half Million Dollars. These roll type curbs are eliminated at driveways when the street is reconstructed or asphalt resurfacing takes place, however, as these curbs are only twenty years old it is reasonable to assume that they have at least another twenty to thirty years of life left in them and therefore the elimination on an annual basis is minimal from a practical standpoint..

The following change in policy is presented for Committee's consideration with a view to speeding up the elimination of these driveway accesses if the resident is really concerned with his or her particular situation. We are proposing that $5.00 per lineal foot be charged to the property owner with the balance being absorbed by the City in the normal operating budget and that a figure of $50,000.00 be included in the Current Budget to cover this programme commencing in 1987 and inflated by a reasonable amount in each subsequent year. When the money is used up for that particular year the programme would be cut off until the following year and requests would be dealt with on a 'first come, first served' basis.

RECOMMENDATIONS:

1. That a policy be implemented commencing in 1987 whereby the City undertakes improvements to driveways where roll type curb exists upon receipt of application by the property owners and payment of $5.00 per lineal foot to be carried out on a 'first come, first served' basis with the balance of the cost being paid for by the City..

2. That the 1987 Current Budget of the Engineering Department include an amount of $50,000.00 gross, $50,000.00 net, for this purpose.

cont'd

Subject: Improvements to Driveways

RECOMMENDATIONS - cont'd.

3. That the policy become effective May 1, 1987, however, in the interim, any applicant requesting this service be advised accordingly.

4. That consideration be given to including a similar amount in the future years in the Current Budget at budget discussion time.

Wm. P. Taylor, P. Eng.
Commissioner
Engineering and Works

c.c. Mr. J. Debenham
AEM:ddw
0550E/65E

Attach's.

STANDARD POLICY

SUBJECT:

ASPHALT DRIVEWAY RAMP

PAGE NO. 6.2.(1)

Department
Engineering

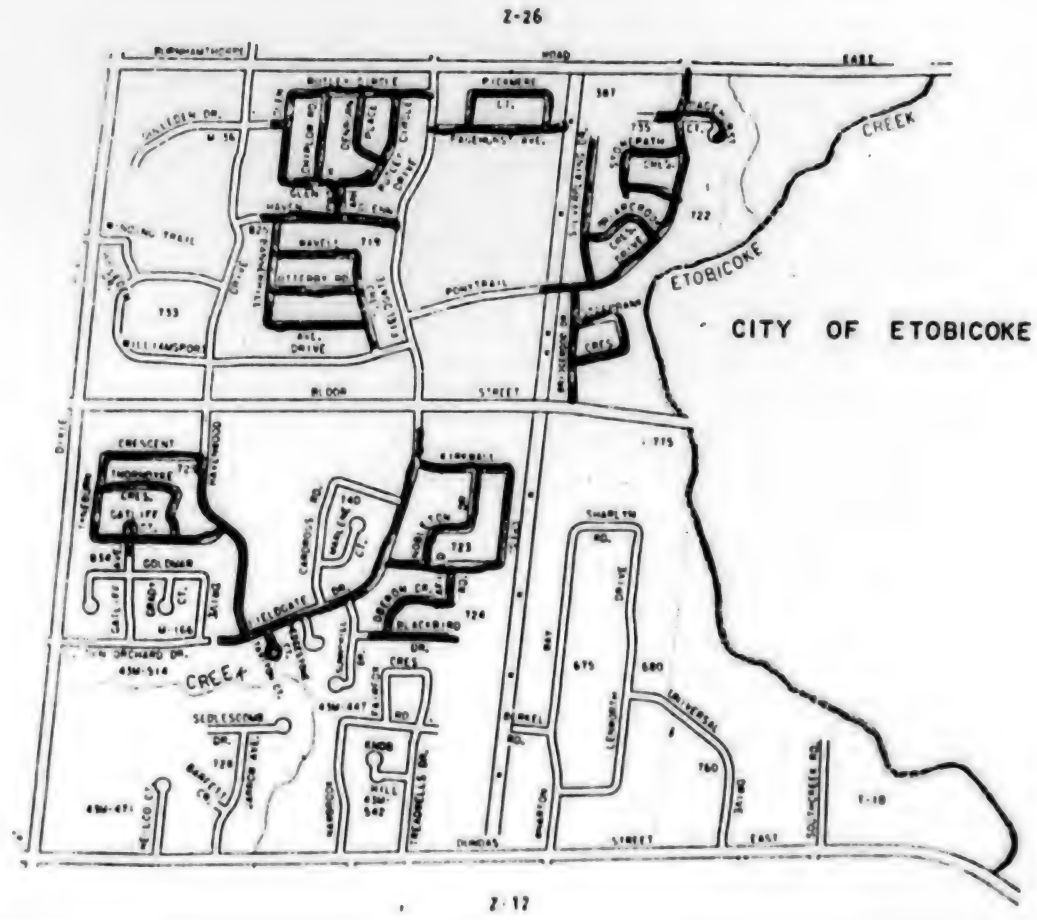
New Jan./77
Revised

1. That the City continue its current policy to not place asphalt wedges in gutter adjacent to private driveways since their installation interferes with normal drainage and winter snow operations.

2. That the City continue its current policy of having the property owner pay for the required curb cuts at the current rate when this work is requested, with the City being responsible for asphalt driveway alterations, when required, at no cost to the property owner.

General Committee of July 16, 1975; as adopted by Council on July 28, 1975.

842 - Z-19



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Z-27

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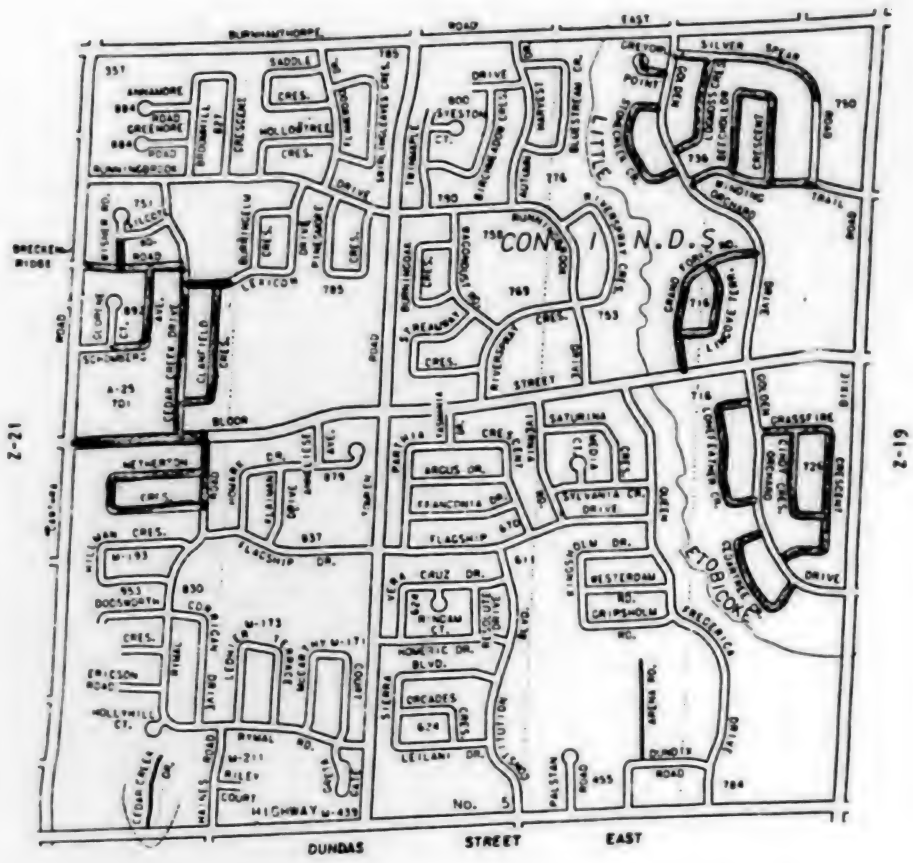

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625

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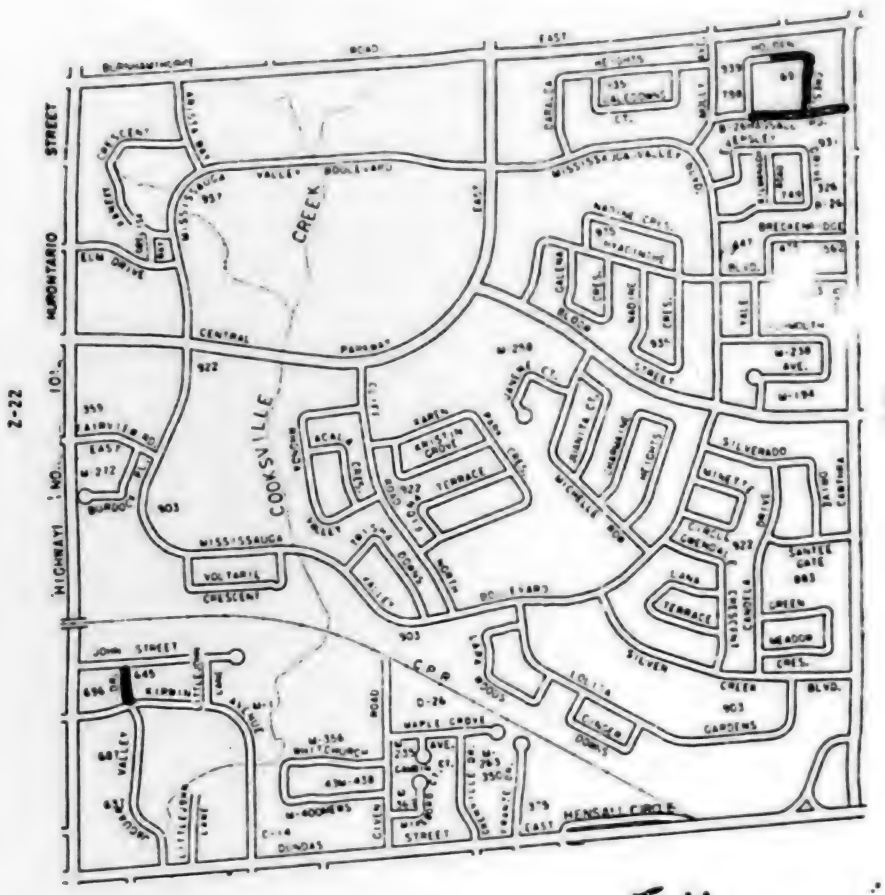
641

Z-28



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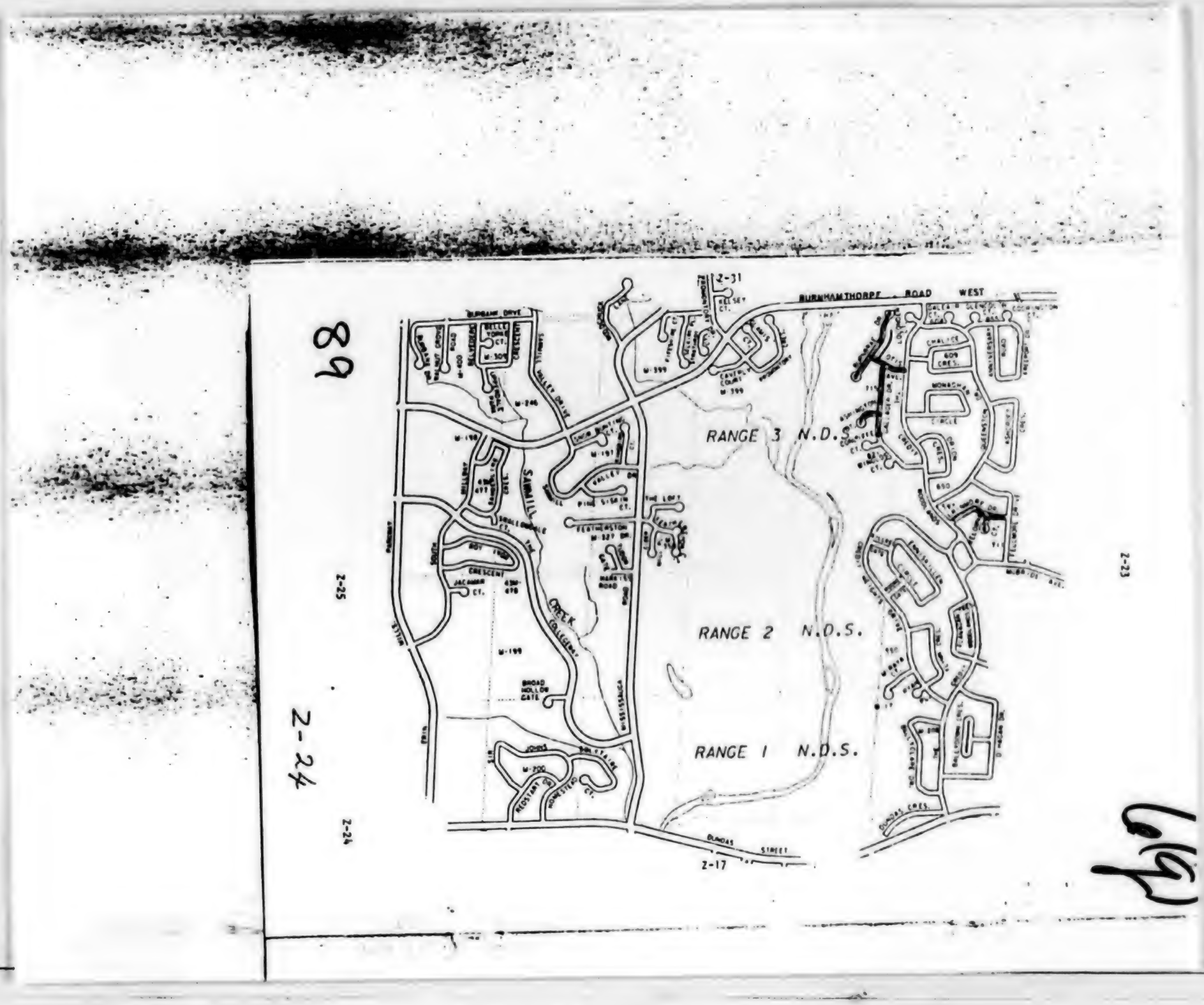
Z-20

54

Z-14

Z-21

2-21


BURNHAMTHORPE ROAD WEST
RANGE 3 N.D.S.
RANGE 2 N.D.S.
RANGE 1 N.D.S.
DUNDAS STREET
Z-31
Z-23
Z-25
Z-24
Z-17

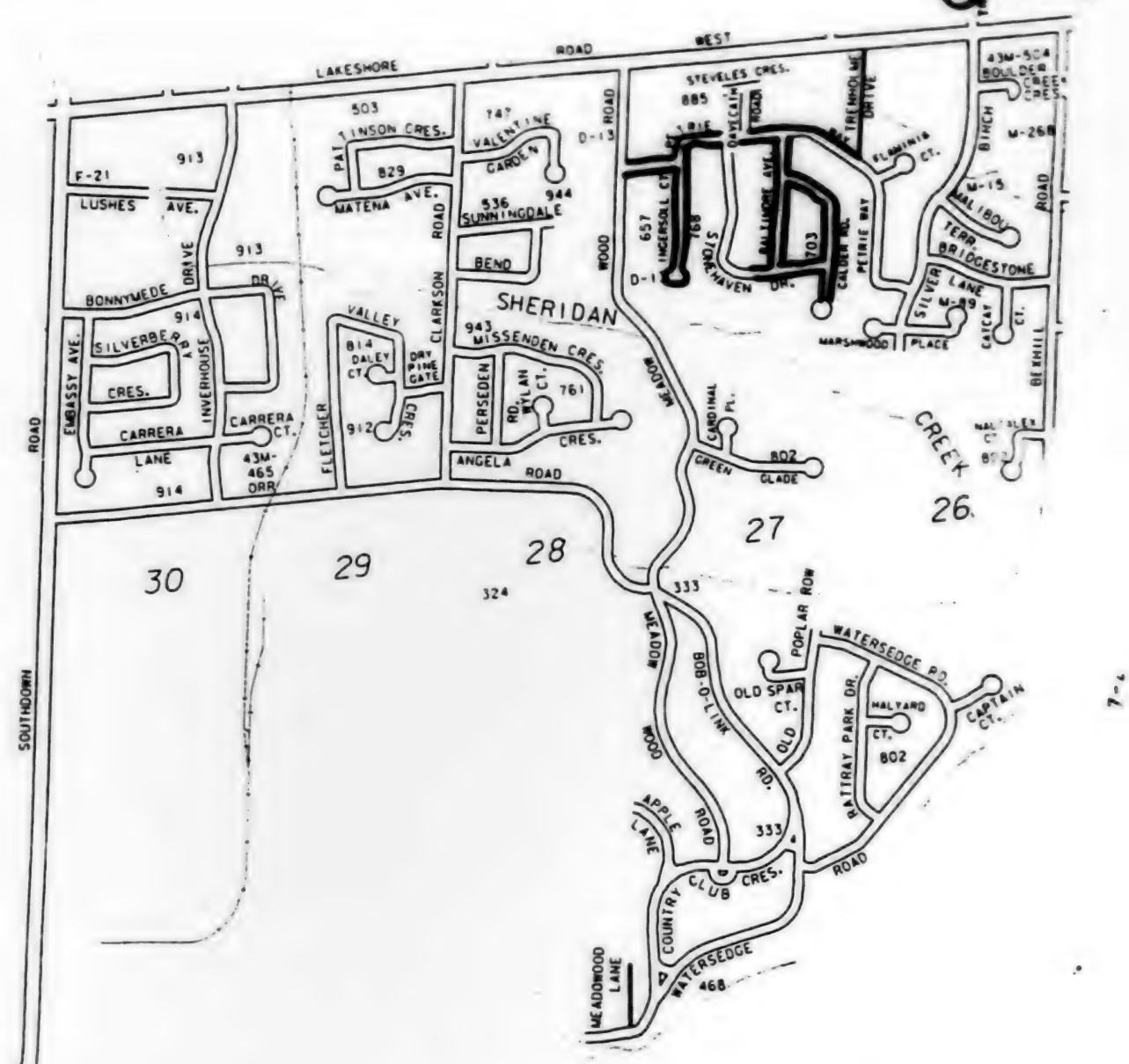
Z-9

GLENELEVEN	20
BEXHILL	12
LYNNROD	3
BALBOA	23
DACK	9
	67

Z-3

Z-2

1981



Z-4

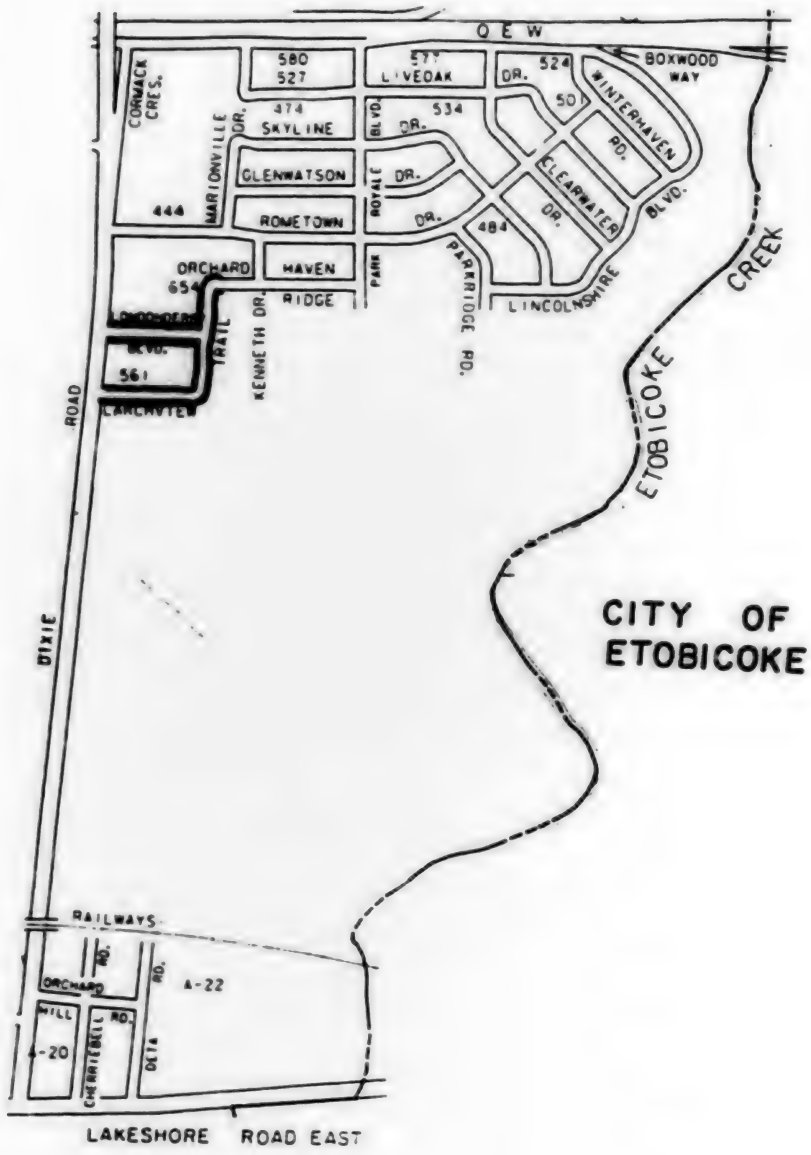
312
E-22

LAKE ONTARIO

PETRIE WAY	26
INGERSOLL CT	18
CALDER RD	18
BALTIMORE	16
STONEHAVEN	6
	84

Z-3

641

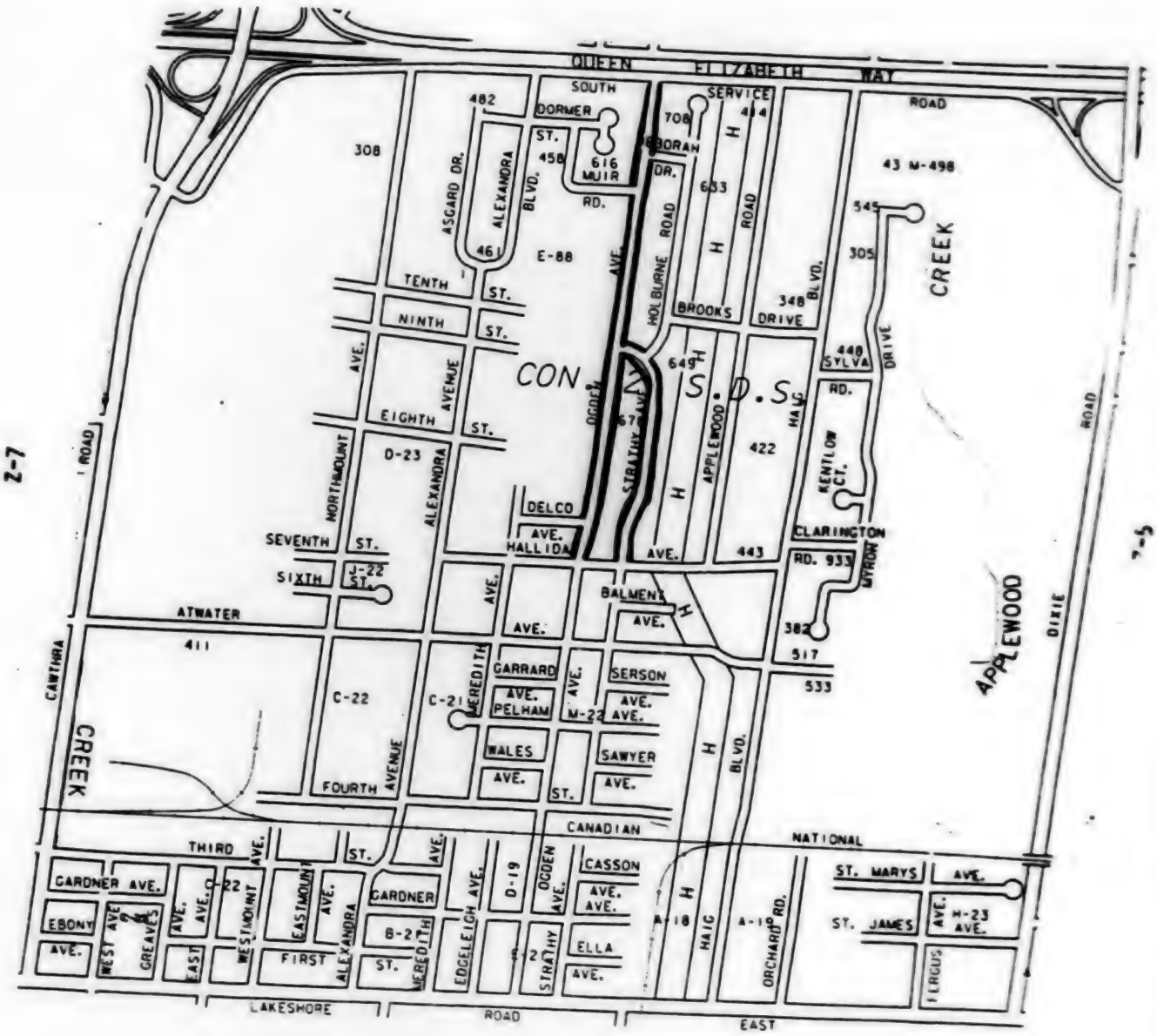


Z-6

Z-5

STREET	L.C.D.
LONDONDERRY BLVD	17
LARCHVIEW TRAIL	38
TOTAL	55

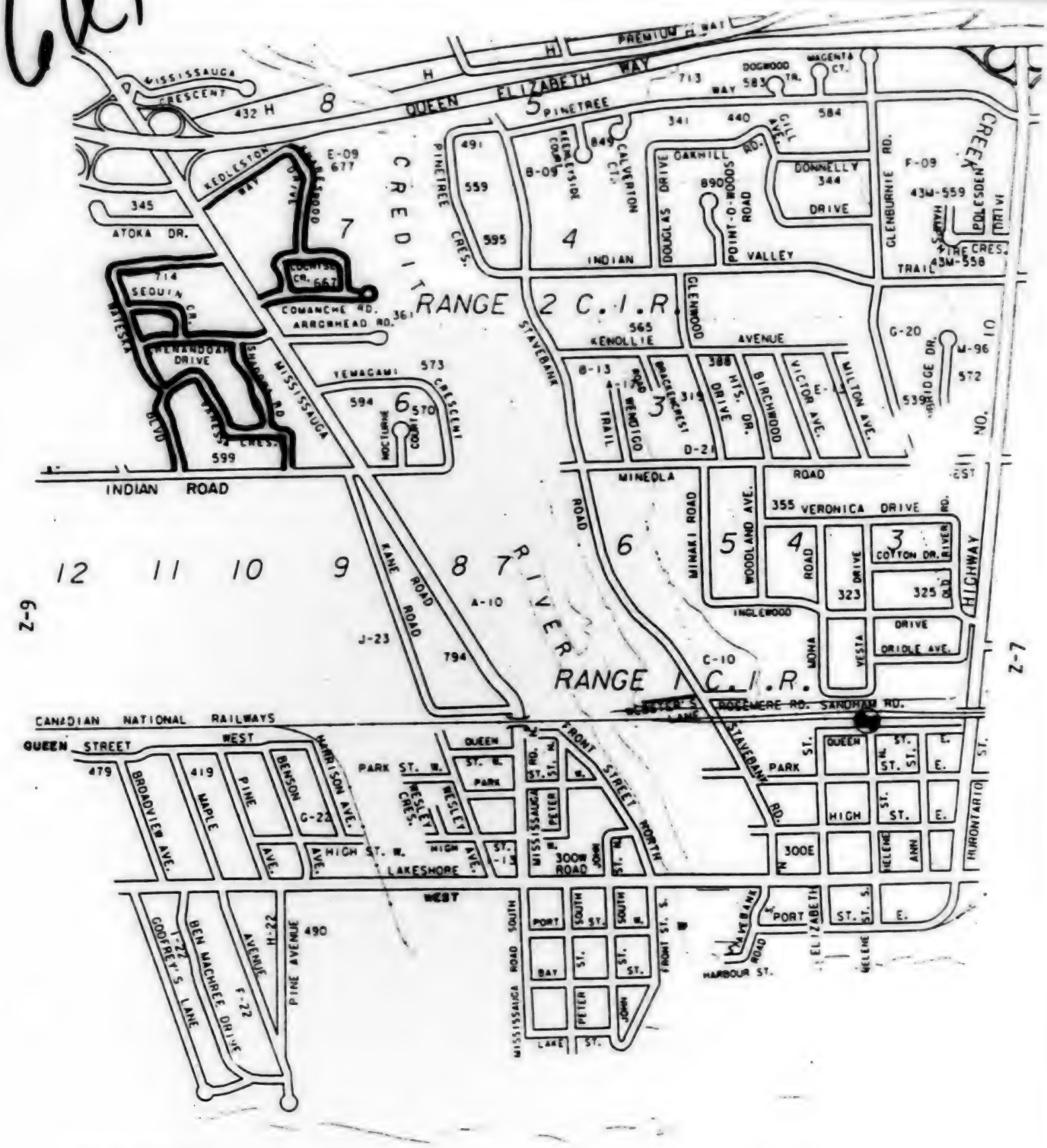
6(k)



Street Name	No. Dr.
Ogden Ave.	82
Strathy Ave.	52
TOTAL	134

Z-1

Z-6

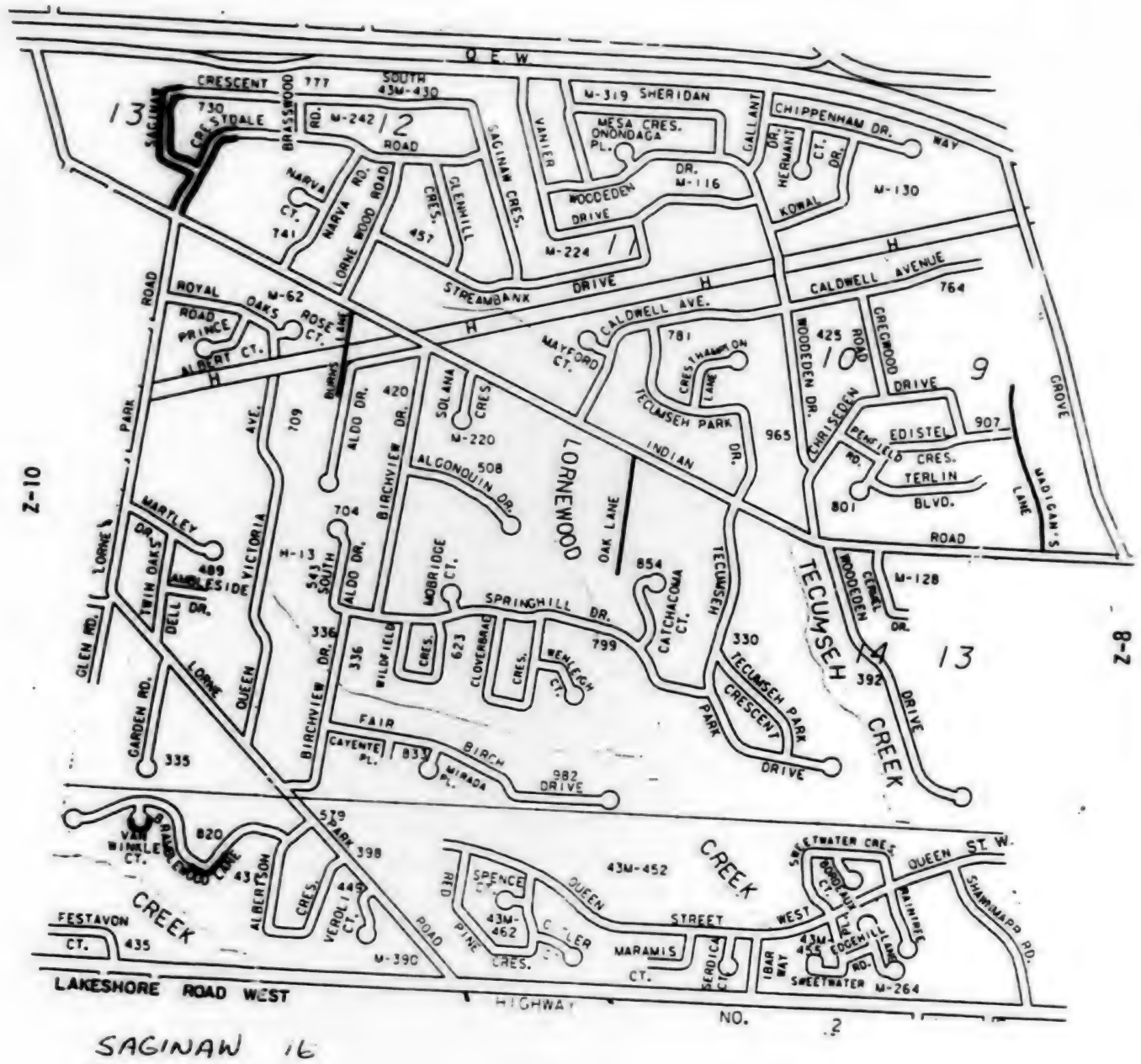


DRIVEWAYS - 161

Z-2

Z-8

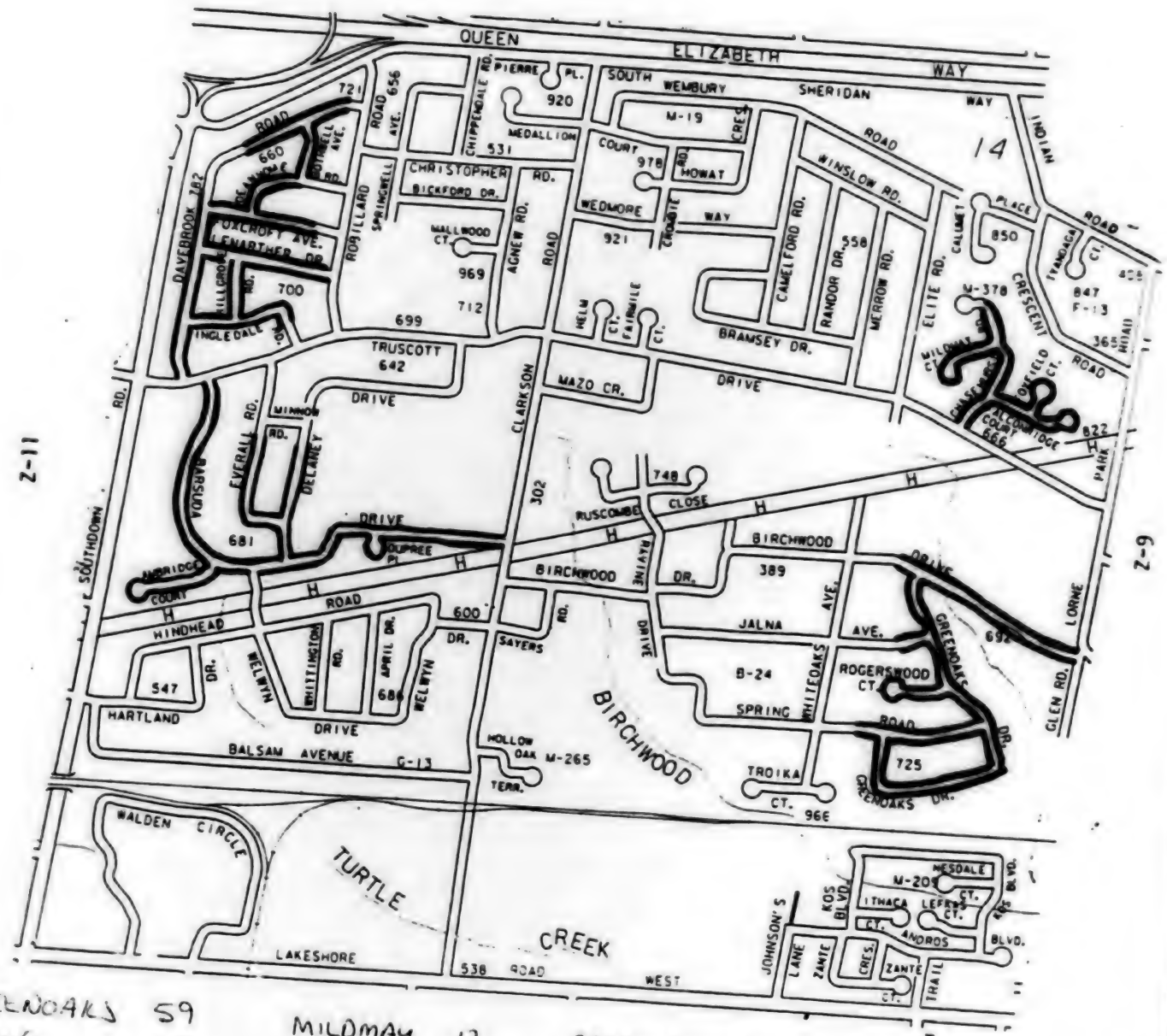
6(m)



SAGINAW 16
CRESTDALE 12
VAN WINKLE CT 3
BRAMBLEWOOD LANE 4

35

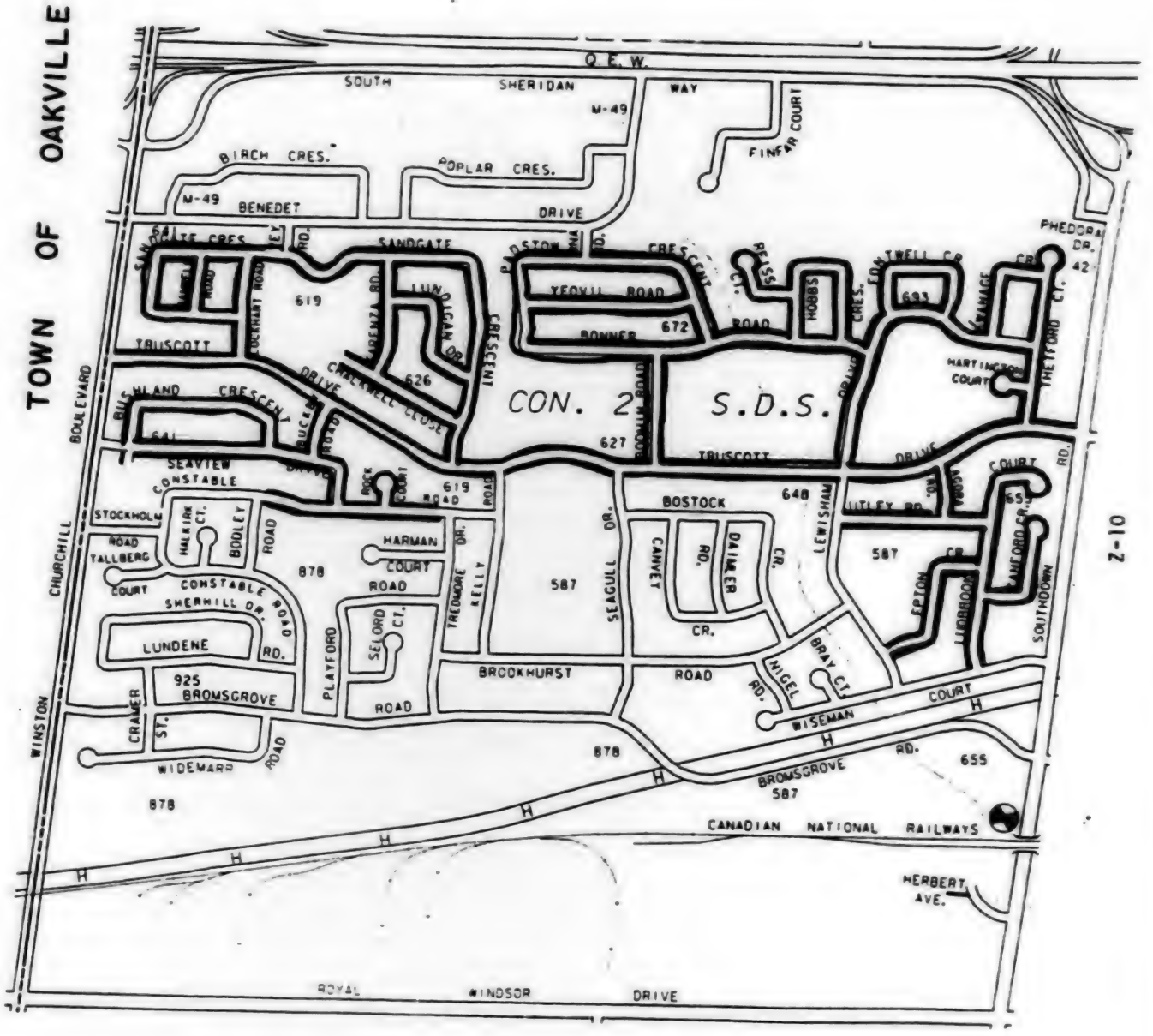
64



GREENOAKS	59	MILDMAY	12	BARMOA	68	DAVEBROOK	39
SPRING	15	CHASEHURST	15	EVERALL	24	INGLEDALE	21
ROGERSWOOD	11	FOXFIELD	7	DELANEY	30	HILLGROVE	10
JALNA	6	FALCONRIDGE	11	ARDRIDGE CT.	16	LENARTHER	24
BIRCHWOOD	28			WELWYN	2	DEANHOLME	13
				DUPREE	7	BOTHWELL	22
						FOXCROFT	18

458

6(0)



Total No. of Driveways.
1253.

Z-4

Z-10

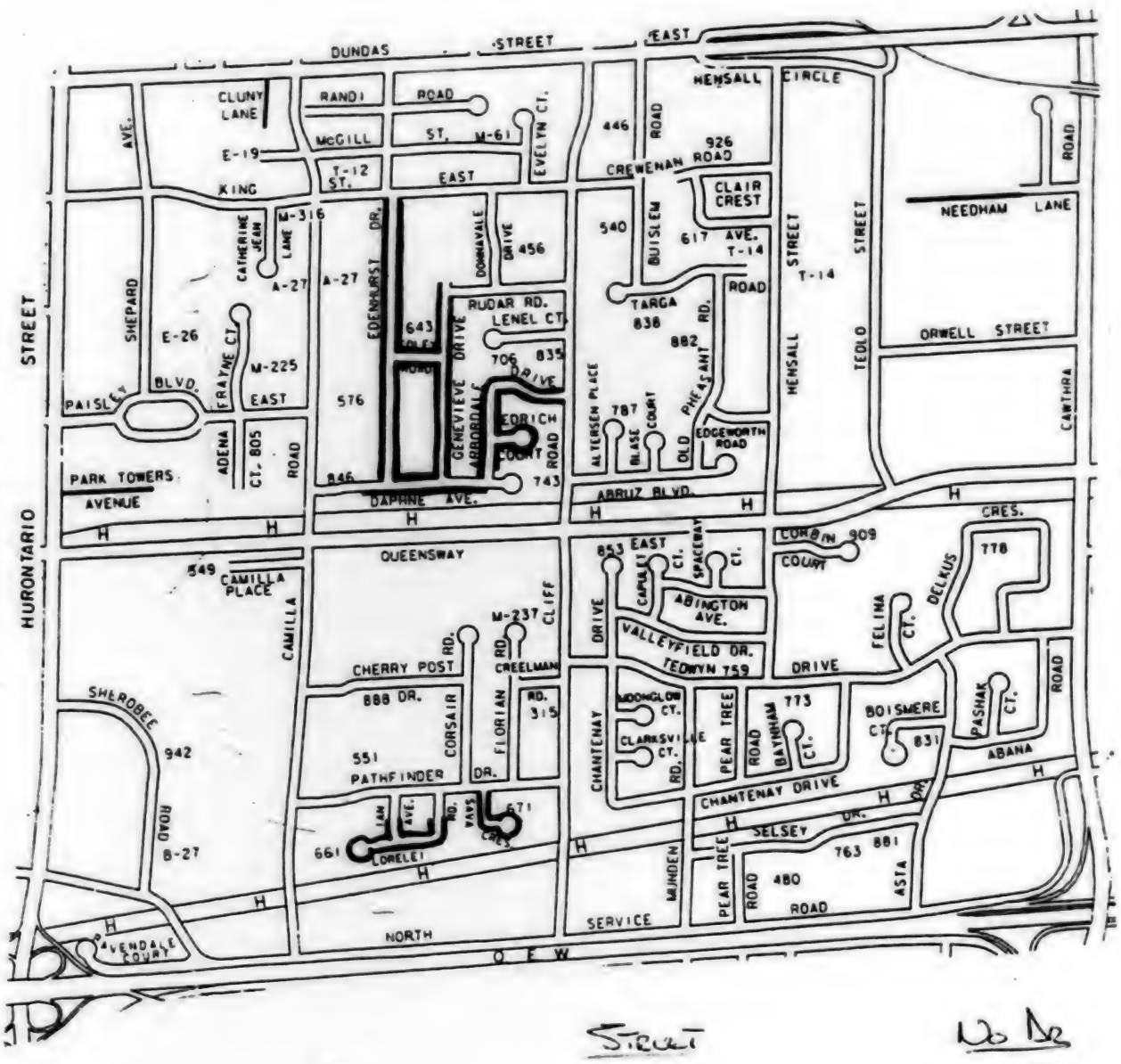
Z-11

MATTAWA, WHARTON GLEN & WHARTON WAY
Z-19
HAVE ROLL TYPE CURB BUT HAVE
DEPRESSED DRIVEWAY ENTRANCES.
TOTAL DR. 51

CITY OF ETOBICOKE

STREET	No
FOLDWOOD	10
SHOREWAY	6
GREENHURST	4
CARLETTA	3
NIDA	7
VENTA	2
DENISE	8
SAFEWAY	5
PROVERBS	14
KALLIGAN	9
BRENTANO	14
FAMILY CRES.	2
TARN	21
SUNNYCOVE	7
NORIS	8
LAUGHTON	5
TOTAL	49

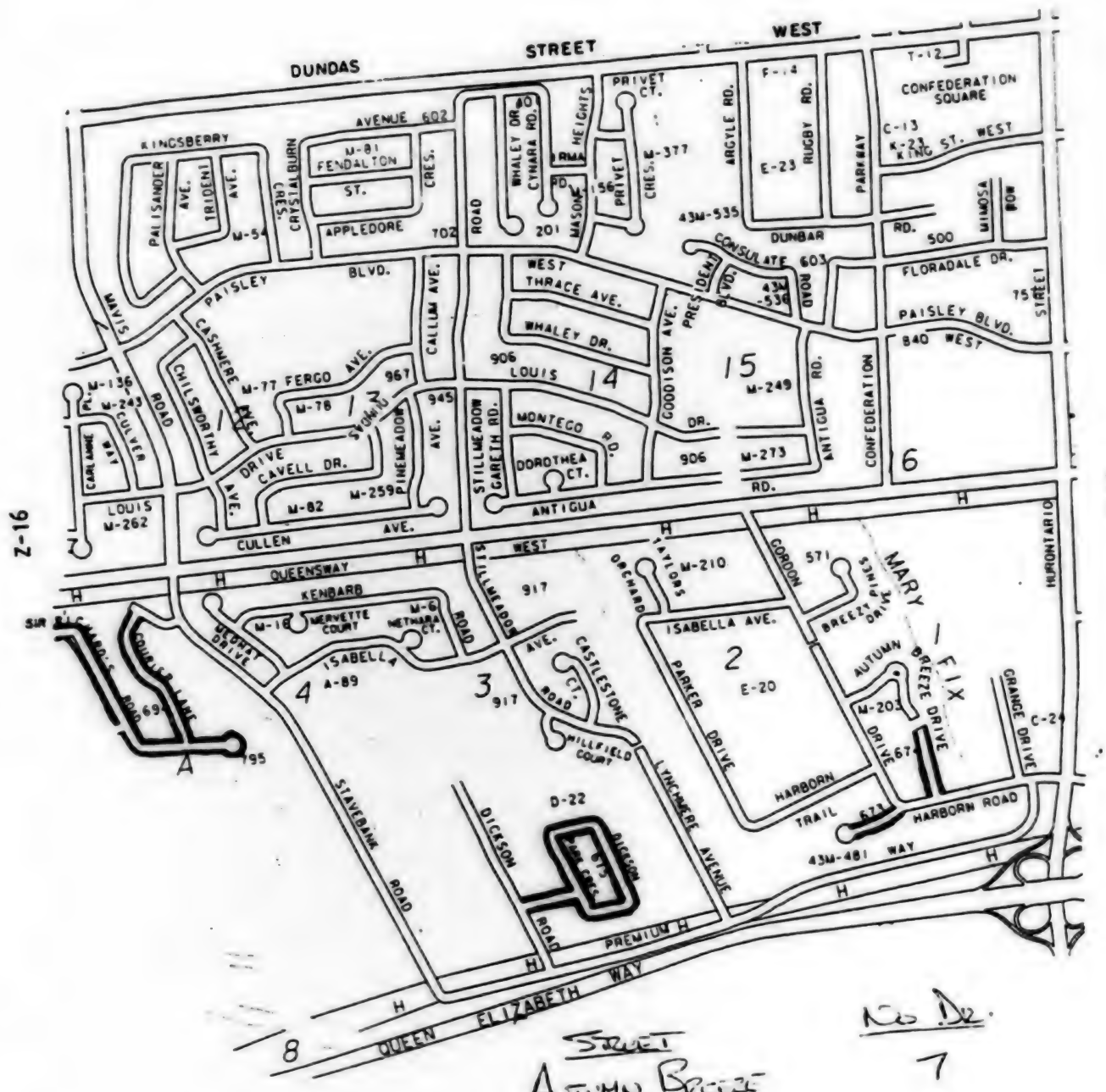
Z-13
Z-12
Z-5



STREET	NO DR
FOUR	6
EDENHURST	58
HENSALL CIRCLE	2
SAVA	1
GEORGINE	3

STREET	NO DR
LORELEI	20
IAN	2
DAPHNE	14
ARBORDALE	25
Z-7 EDRICH	7 Z-14
TOTAL	180

6/21

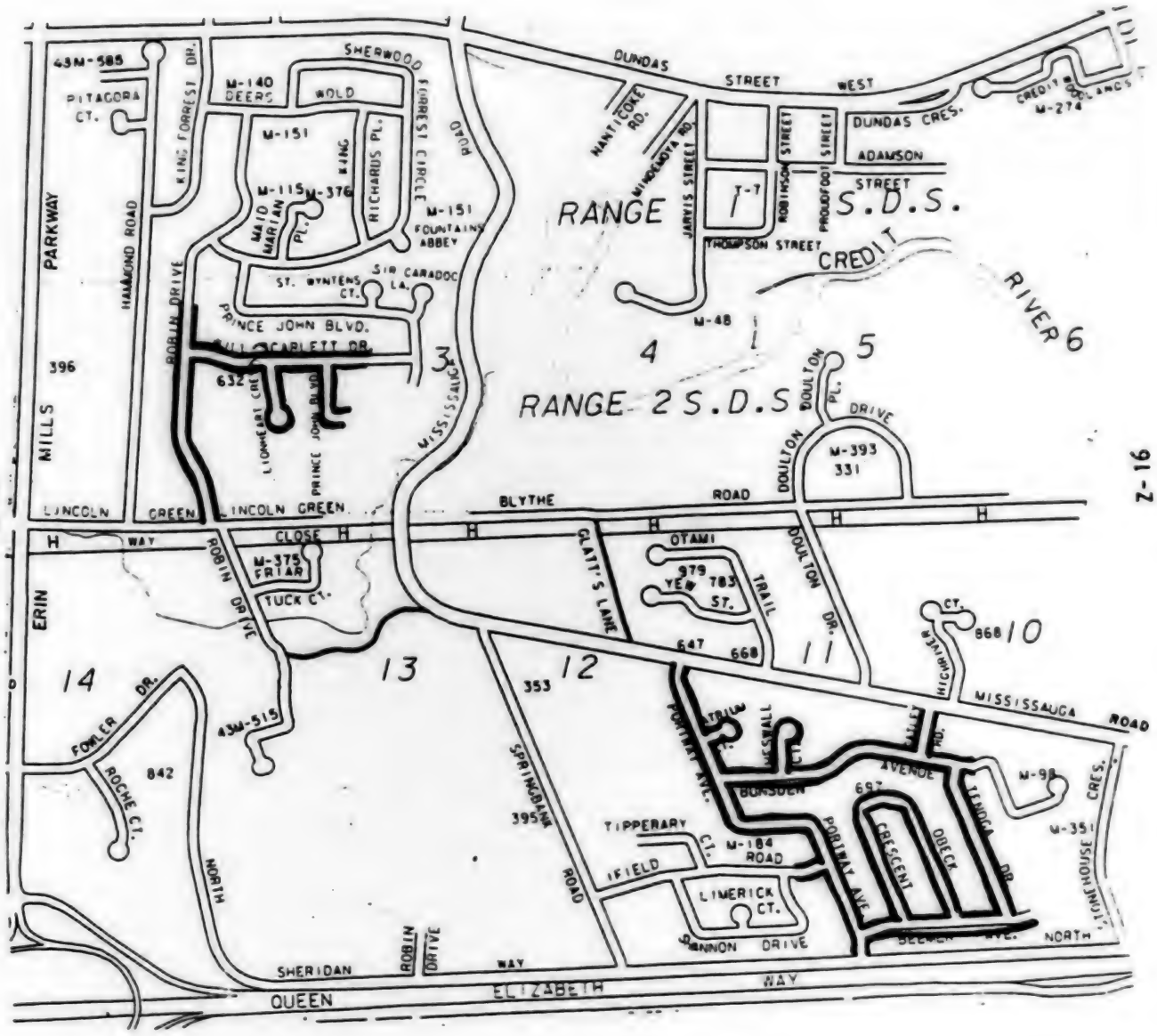


Z-16

Z-14

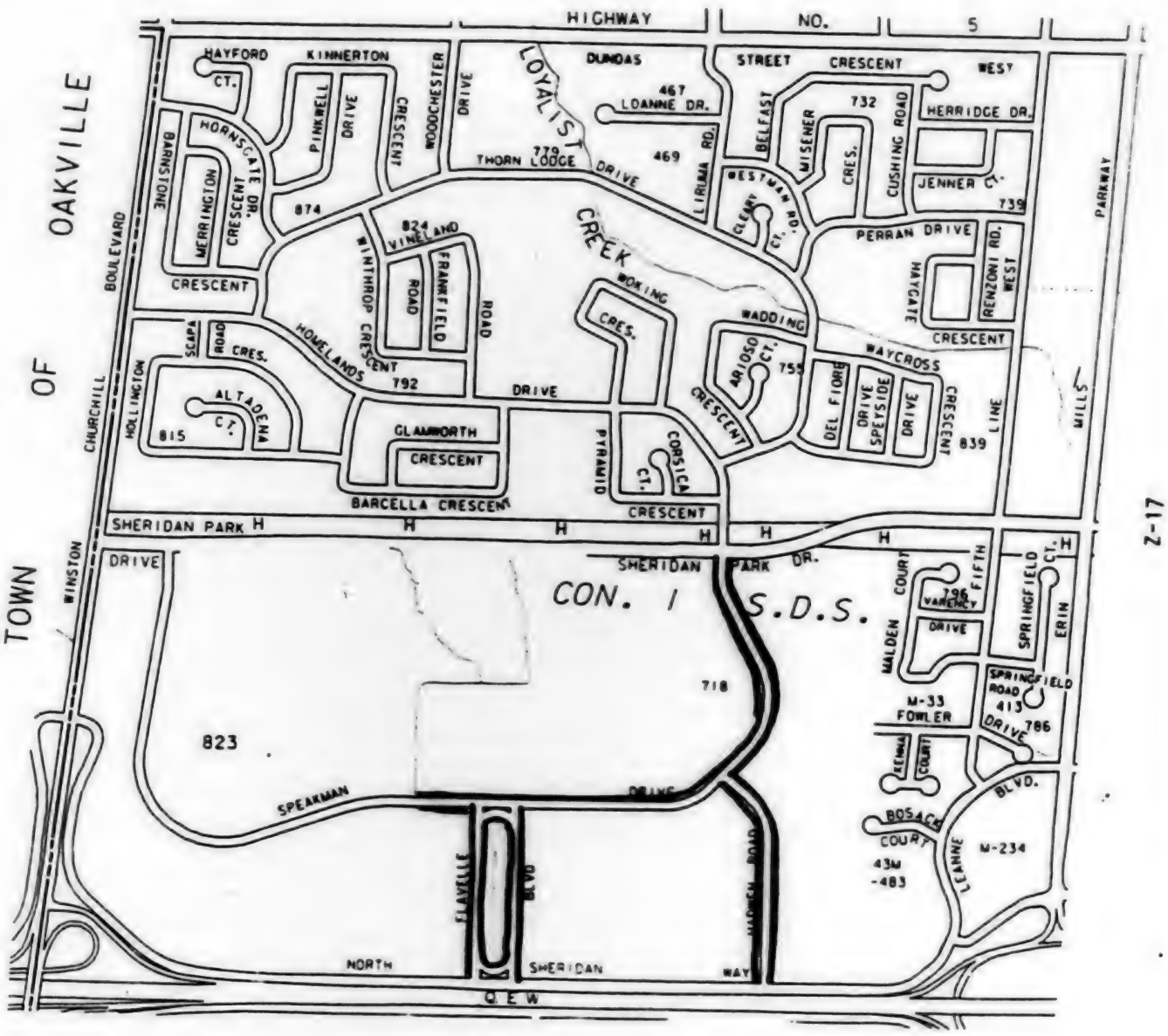
STREET	NO. DR.
AUTUMN BREEZE	7
HARBORN RD.	7
DICKSON PARK CRES.	35
COURRIER LANE	20
SIR RICHARD'S RD	40
PREMIUM RD	2
TOTAL	111

Z-15



Total No. of Driveways
226.

6(f)



Z-17

TOTAL No of Driveways

24

Z-11

Z-18

City of Mississauga

MEMORANDUM

FILE : 11 141 00045
14 111 00001

To Chairman and Members of
Dept. Operations and Works Committee

From William P. Taylor,
Dept. Engineering and Works

September 17, 1986

OPERATIONS/WORKS OCT 1 1986

SUBJECT : Policy - Waiving of Central Air Conditioning requirements in residential subdivisions due to traffic noise.

ORIGIN : O & W Rec. OW-108-86 May 28, 1986, Council June 9, 1986. Request for report number 161-86 dated June 10, 1986.

COMMENTS :

RECEIVED
REGISTRY No. 7604
DATE SEP 19 1986
FILE No. A.00.02.06
CLERK'S DEPARTMENT

The present policy adopted by City Council at its meeting on February 28, 1983, Resolution No.271-83, allows for the deletion of central air conditioning when specifically requested by the homeowner. The intent was to have the requirement registered on title, however recent complications and legalities at the Registry Office do not permit the registration to take place. Nevertheless we have proceeded with deleting the air conditioners on receipt of specific requests and waivers.

In many cases the requirement for air conditioning is based on ultimate traffic volumes, and in many cases it will be some years before the level of traffic will be such as to require the actual installation of air conditioning units. Examples of this type of street are Rathburn Road, Ridgeway Drive, Winston Churchill Blvd. and many other collector and local collector roadways.

In the case of major roadways such as the Queen Elizabeth Way, the Erin Mills Parkway, Burnhamthorpe Road and Dundas Street, the requirement for noise attenuation through air conditioning is immediate.

It is our feeling that the ultimate time frame in arriving at the necessity for installing air conditioners as the house is built, is too long. We feel that a five year period would be more realistic. That is, if the traffic levels are not expected to be high enough to require air conditioning for at least five years, then provision of an appropriate forced air system suitable for installing the air conditioning will be made. The actual air conditioner unit could be installed by the occupant at some later date. A warning clause would be included in the Financial Agreement indicating the need for air conditioning in the future.

continued ...

7(a)

SUBJECT : Policy - Waiving of Central Air Conditioning requirements in residential subdivisions due to traffic noise.

COMMENTS : continued ... In those cases where present traffic volumes warrant the installation of air conditioners, then the air conditioning requirement should be included in the Servicing Agreement and the homeowner or builder would not be allowed to omit this requirement.

RECOMMENDATIONS:

That the following policy on Air Conditioning installations in new developments be adopted for all roads except arterial, Regional or M.T.C. roads :

a) Future acoustical reports are to examine the predicted traffic noise for both the immediate and the projected five year traffic volumes, as well as the ultimate traffic volumes when determining the requirements for air conditioning.

b) Air conditioning is to be installed in new developments where the noise levels are expected to be above the guidelines within five years.

c) Where the traffic volumes are not expected to generate noise levels that would require air conditioning for at least five years, provision is to be made in the heating system for the future installation of central air conditioning and that appropriate warning clauses be included in the Registered Financial Agreement to advise home owners and future purchasers, that air conditioning may be required at some future date to satisfy the acoustical guidelines.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

RGC:jb

City of Mississauga

MEMORANDUM

FILE : 11 141 00045
16 111 84220

8

To The Chairman and Members of
Dept. Operations and Works Committee

From William P. Taylor, P.Eng.,
Dept. Commissioner, Engineering

September 23, 1986

OPERATIONS/WORKS OCT 1 1986

SUBJECT : Erin Mills Nbhd 210/211
T-83030 - North of Highway 403 between Erin Mills Parkway and Winston Churchill Blvd now M-685
Sawmill Creek - West Branch, Levy Credits.

ORIGIN : Request from Proctor & Redfern Group on behalf of Erin Mills Developments.

COMMENTS : The west branch of the Sawmill Creek between Highway 403 and Winston Churchill Blvd must be improved to service lands west of Winston Churchill Blvd. This section of creek is scheduled to be reconstructed by the City using Major Watercourse Improvement Levy funds at a future date. In the interim, 27 lots (lots 39 - 65) backing onto the west branch of the Sawmill Creek are frozen until such time as the channel construction is completed.

A total of $400,000.00 is available in our Storm Sewer and Oversizing Account of the Capital Budget for this work. In order to expedite the project and to allow an early tender call, Proctor & Redfern, the consultants for Erin Mills, will do the design and the construction supervision. In addition, Erin Mills Developments will pay any costs for construction in excess of our $400,000.00 budget amount.

With the above guarantees and after the contract has been let, Building Permits could be released on lots 39 to 65 with the assurance that the channel will have been constructed prior to occupancy.

RECEIVED
REGISTRY No. 7708
DATE SEP 24 1986
FILE No. B-06-685-02
CLERK'S DEPARTMENT

RECOMMENDATION :

1. a) That $71,000.00 be returned to the unallocated balance of the Major Watercourse Improvement Reserve Fund from the 1980 Storm Sewer Oversizing Project (P.N. #80-960) and that this project be closed.

b) That $24,874.00 be returned to the unallocated balance of the Major Watercourse Improvement Reserve Fund from the 1982 Relief Storm Sewer Oversizing Project (P.N. #82-928) and that this project be closed.

FORM 145

continued ...

g(a)

SUBJECT : Erin Mills Nbhd 210/211
T-83030 - North of Highway 403 between Erin Mills Parkway and Winston Churchill Blvd now M-685
Sawmill Creek - West Branch, Levy Credits.

RECOMMENDATIONS:

1. c) That $4,675.00 be returned to the unallocated balance of the Old John Doe Reserve Fund from the 1983 Storm Sewer Oversizing Project (P.N. #83-942) and that this project be closed.

d) That $250,000.00 be returned to the unallocated balance of the Old John Doe Reserve Fund from the 1984 Storm Sewer Oversizing Project (P.N. #84-904).

e) That $49,451.00 be returned to the unallocated balance of the New John Doe Reserve Fund from the 1985 Storm Sewer Oversizing Project (P.N. #85-903).

2. a) That $95,874.00 be allocated from the Major Watercourse Improvement to the construction of the West Branch of Sawmill Creek between Winston Churchill Blvd and the 403 (P.N. #84-220).

b) That $254,675.00 be allocated from the Old John Doe Reserve Fund to the construction of the West Branch of Sawmill Creek between Winston Churchill Blvd and the 403 (P.N. #84-220).

c) That $49,451.00 be allocated from the New John Doe Reserve Fund to the construction of the West Branch of Sawmill Creek between Winston Churchill Blvd and the 403 (P.N. #84-220).

3. that the necessary funding by-laws for the authorization of these transfers be enacted.

4. That once a contract for the construction of the West Branch of the Sawmill Creek between Winston Churchill Blvd and Highway 403 has been let by the City, the Servicing Agreement dated November 28, 1985, be amended to delete the Building Permit restriction on Lots 39 to 65 inclusive.

continued ...

8(16)

SUBJECT : Erin Mills Nbhd 210/211
T-83030 - North of Highway 403 between Erin Mills Parkway and Winston Churchill Blvd now M-685
Sawmill Creek - West Branch, Levy Credits.

RECOMMENDATIONS:

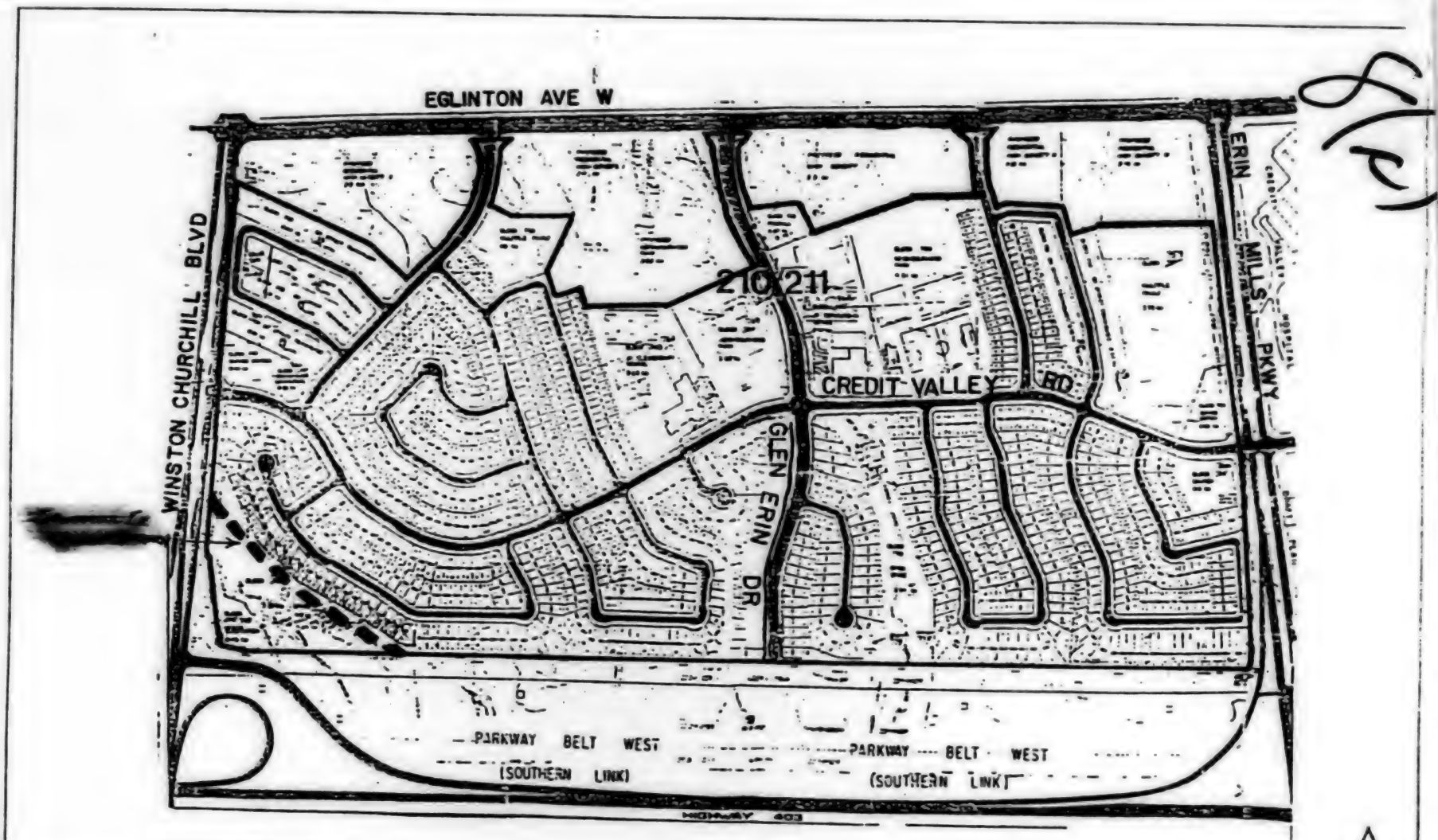
5. That the Erin Mills Development Corp. agree to pay any City costs in excess of the $400,000.00 budget amount prior to letting a tender for the work.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

cc : D. Lychak
D.A.R. Ogilvie

RGC:jb

0362E/22E



— AREA OF SUBJECT LANDS

PAGE NORTH

SUBJECT - DRAFT PLAN OF SUBDIVISION 21T83030M

APPLICANT - THE ERIN MILLS DEVELOPMENT CORPORATION

MUNICIPALITY OF MISSISSAUGA

SCHEDULE B

MJB 85/109

REGION OF PEEL PLANNING DEPARTMENT

P-A8504

City of Mississauga

MEMORANDUM FILES: 16 111 81241
16 111 86228

4

To Chairman and Members of — From William P. Taylor, P. Eng.

Dept. Operations & Works Committee — Dept. Engineering and Works

September 19, 1986

OPERATIONS/WORKS OCT 1 1986

RECEIVED
REGISTRY No. 7707
DATE SEP 24 1986
FILE No. T-81040
T-86029
CLERKS DEPARTMENT
B.06.45/152

SUBJECT

(1) Exemption from Major Watercourse Improvement Levy and Major Road Improvement to be granted to the developer for the proposed industrial subdivisioin known as 465348 Ontario Ltd. (Orlando Corporation), T-81040, located north of Derry Road East and east of Dixie Road.

(2) Exemption from Major Watercourse Improvement Levy to be granted to developer of the industrial subdivision known as Tenure Investments Ltd., T-86029 and to the future Orlando Corp. development on lands bounded by T-81040 to the north, T-86029 to the south, Dixie Road to the west and plan 43M-457 to the east (see attached sketch)

ORIGIN: Engineering and Works Department.

COMMENTS: These three industrial developments are being proposed on lands north of Derry Road East and east of Dixie Road.

Under the Standard Financial Agreement the developers would be responsible for the payment of the following Major Watercourse Improvement Levies.

(1) 465348 Ontario Ltd. (T-81040)
33.299 ha x $7,334.81 = $244,241.84

(2) Tenure Inv. Ltd. (T-86029)
17.98 ha x $7,334.81 = $131,879.88

(3) Future Orlando Development
BetweenT-82040 & T-86029
12.55 ha x $7,334.81 = $ 92,051.86

Total Levies from the
Three (3) Developments = $468,173.58

....2

FORM 145

9(a)

COMMENTS: (Continued)

An existing tributary of the east branch of the Etobicoke Creek flows through the above noted three properties. To permit development of these lands the developer of Plan T-81040 (Orlando Corp.) is proposing, under the terms of the Servicing Agreement, to divert this tributary of the Etobicoke Creek into the West Branch of Etobicoke Creek. The value of these works is estimated to be $481,456.80.

The cost of the proposed works exceeds the total value of the Major Watercourse Improvement Levies to be paid by Tenture Inc. Ltd. (T-86029) and Orlando Corp. for T-81040 and their future Industrial Plan.

Based on this information we recommend that Orlando Corp. should be granted full credit against all Major Watercourse Improvement Levies anticipated for Plan T-81040 and their future development on lands bounded by T-81040, T-86029, Dixie Road and Plan 43M-457.

Recognizing that Tenure Inv. Ltd. (T-86029) is privately cost-sharing the diversion works with Orlando Corporation, we feel that they should also be granted a credit up to the value of the Major Watercourse Improvement Levy anticipated for their plan.

Under the Standard Financial Agreement for the Orlando Development T-81040 the developer is also responsible to pay a Major Road Improvement Levy in the amount of $685,924.77 (33.299 ha x $20,598.96).

As part of the Servicing Agreement for Plan T-81040, Orlando Corporation is responsible to construct Drew Road through this plan from its present westerly terminus point to Dixie Road.

This section of road was considered in the calculation of the Major Road Improvement Levy. Based on the standard procedure of crediting a developer for 70% of the cost of a four lane paved curb and gutter road with roadway storm sewers including intersection improvements, we find that a credit in the amount of $664,317.15 should be considered by Council against the Major Road Improvement Levy for Plan T-81040.

RECOMMENDATIONS:

1. That the Financial Agreement for Plan T-81040 (Orlando Corp.) located north of Derry Road East and east of Dixie Road is to indicate that no Watercourse Improvement Levies are to be paid to the City for this development and that a credit in the amount of $664,317.15 is to be afforded to 465348 Ontario Ltd. (Orlando Corporation, 6205 Airport Road, Mississauga, Ontario, L4V 1E3) against the Major Road Improvement Levy.

...3

4(a)

2. That the Financial Agreement for the future development on lands owned by Orlando Corporation bounded by Plan T-81040 to the north, Plan T-86029 to the south, Dixie Road to the west and Plan 43M-457 to the east indicate that no Watercourse Improvement Levies are to be paid to the City.

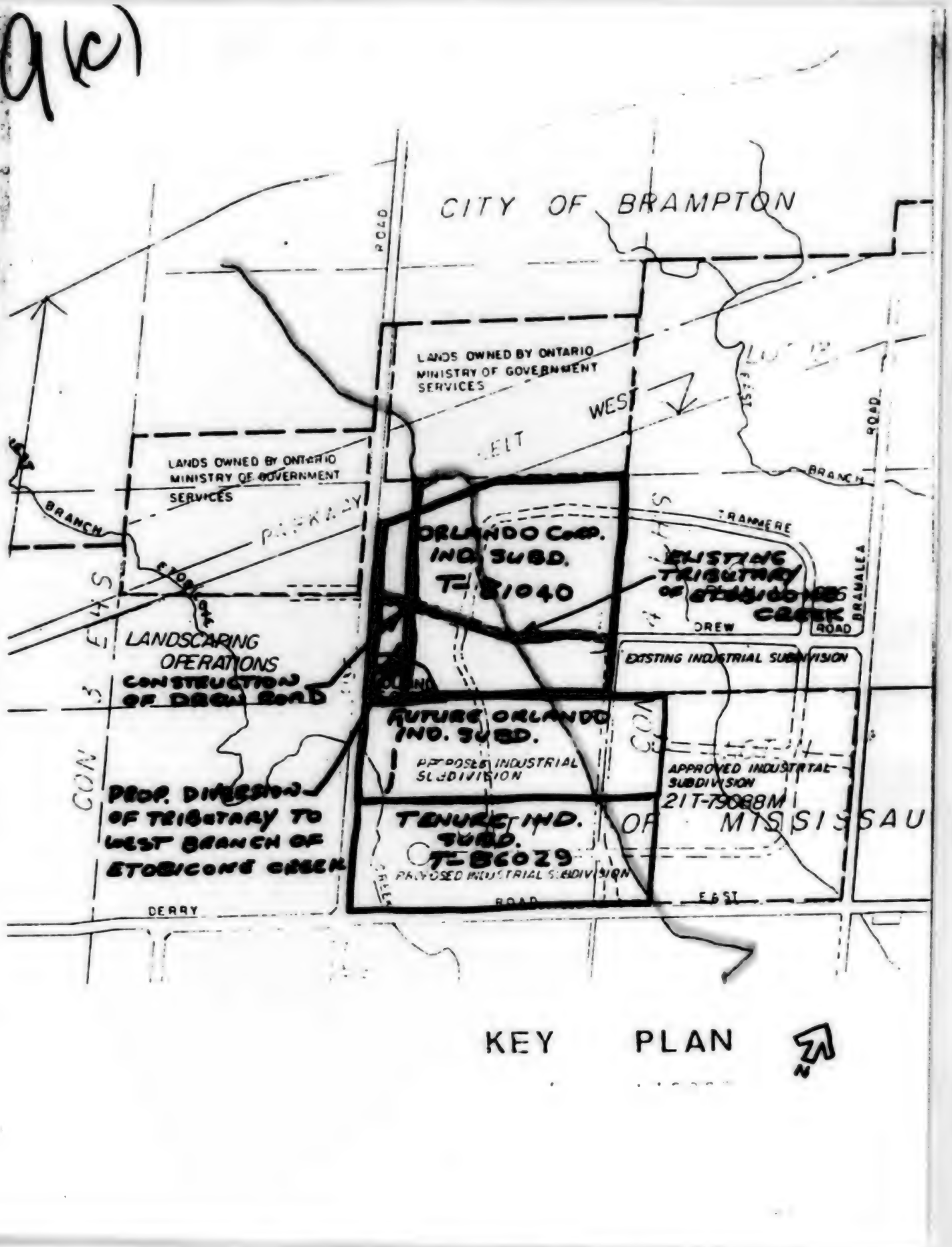
3. That the Financial Agreement for Plan T-86029 (Tenure Inv. Ltd., 3625 Dufferin Street, Suite 503, Downsview, Ontario, M3K 1W4) indicate that no Watercourse Improvement Levies are to be paid to the City for this development.

William P. Taylor, P. Eng.
Commissioner
Engineering and Works

DPT/gb
0593E/71E

Encl.

9(c)


CITY OF BRAMPTON
ROAD
LANDS OWNED BY ONTARIO MINISTRY OF GOVERNMENT SERVICES
LANDS OWNED BY ONTARIO MINISTRY OF GOVERNMENT SERVICES
WEST
BRANCH
TRANMERE
ORLANDO CORP. IND. SUBD. T-81040
EXISTING TRIBUTARY OF ETOBICOKE CREEK
DREW
BRAMALEA ROAD
EXISTING INDUSTRIAL SUBDIVISION
LANDSCAPING OPERATIONS CONSTRUCTION OF DRAW ROAD
FUTURE ORLANDO IND. SUBD.
PROPOSED INDUSTRIAL SUBDIVISION
APPROVED INDUSTRIAL SUBDIVISION 21T-79088M
PROP. DIVERSION OF TRIBUTARY TO WEST BRANCH OF ETOBICOKE CREEK
TENURE IND. SUBD. T-86029
PROPOSED INDUSTRIAL SUBDIVISION
DERRY
ROAD
E & SL
MISSISSAU
KEY PLAN
N

10

MEMORANDUM

File Ref. 16 111 74167
11 141 00045

RECEIVED
REGISTRY No. 7451
DATE SEP 15 1986
FILE No. 3.06.445.02
CLERKS Dept.

To Chairman and Members of
Dept. Operations & Works Committee

From William P. Taylor, P. Eng.
Dept. Engineering and Works

September 10, 1986

OCT 1 1986
OPERATIONS/WORKS

SUBJECT: Draw on the developer's securities for the grading rectification works on Park Lot 211 - adjacent to Lot 159, Plan 43M-445, Sheridan Mills Subdivision, located east of Erin Mills Parkway and south of Britannia Road West (sketch attached).

ORIGIN: Servicing Agreement dated September 17, 1981, between Donlee Holdings Limited (2349 Yonge Street, Toronto, Ontario, M4P 2C8), the City of Mississauga and the Region of Peel.

COMMENTS: Under the terms of the Servicing Agreement for Plan 43M-445, Donlee Holdings Limited is responsible for the proper grading of all lots within the subdivision. Staff prepared letters to the developer dated November 6, 1985 and April 17, 1986 for Park Lot 211 - adjacent to Lot 159.

To date, the outstanding grading rectification works on Park Lot 211 - adjacent to Lot 159 have not been completed. The homeowner involved has expressed his concerns regarding the delay in the matter.

RECOMMENDATIONS:

1. That the Commissioner of Engineering and Works be authorized to complete the outstanding grading rectification works on Park Lot 211 - adjacent to Lot 159, Plan 43M-445, Sheridan Mills Subdivision, located east of Erin Mills Parkway and south of Britannia Road West at an estimated cost of $4,000.00.

2. That the Commissioner of Engineering and Works be authorized to engage Allan C. Randles Limited for design and supervision of the corrective grading works at an estimated cost of $500.00.

3. That the City Treasurer be authorized to draw on the developer's Letter of Credit to defray the costs incurred by the City pursuant to Recommendations #1 and #2.

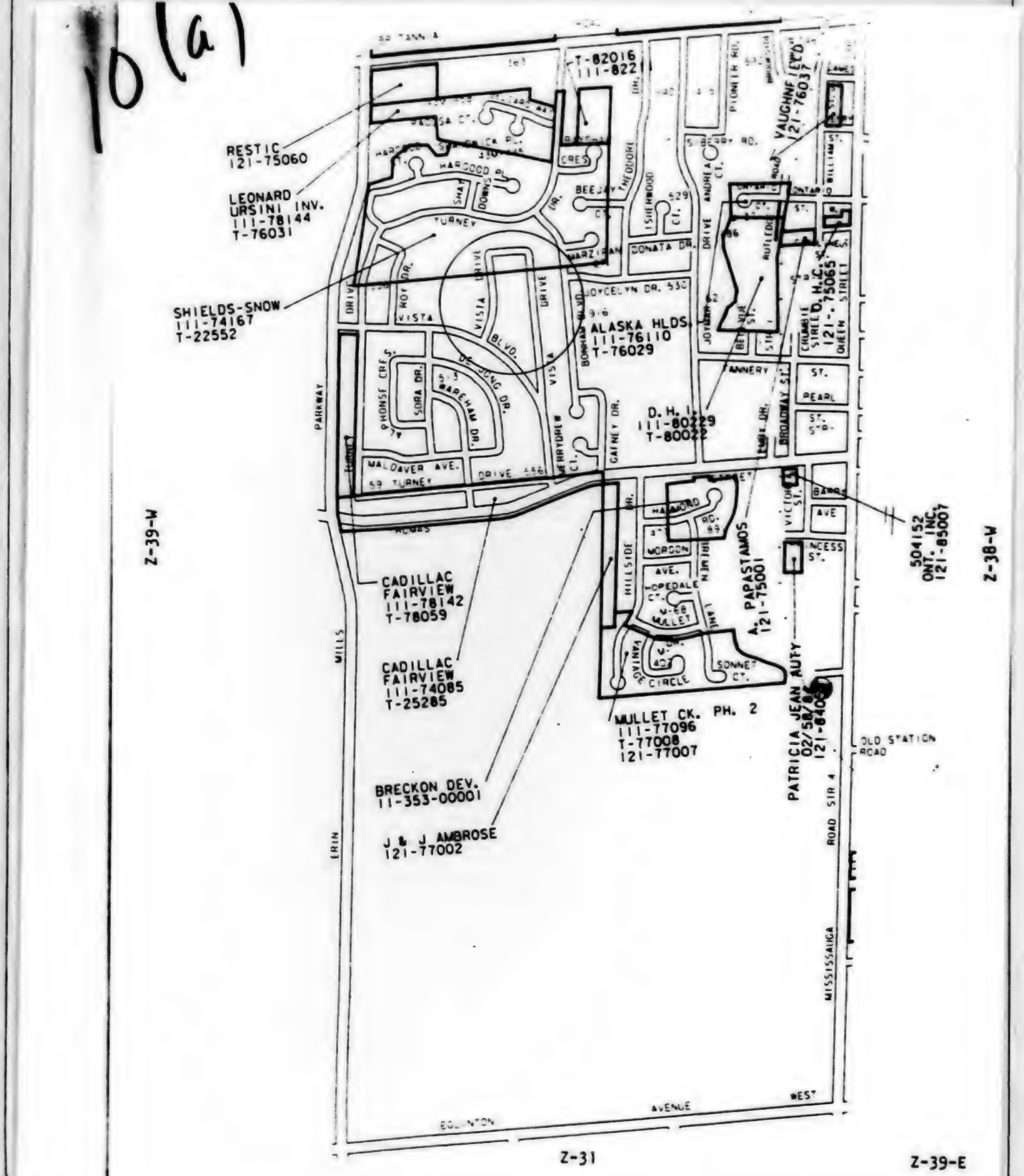
William P. Taylor, P. Eng.
Commissioner
Engineering and Works

DW/ls
0525E/36

cc: W.H. Munden
Councillor T. Southorn
R.G. Charlton
M.W. Boyd

FORM 1

10(a)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SHIELDS-SNOW
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T-22552
ALASKA HLDS.
111-76110
T-76029
D. H. L.
111-80229
T-80022
YAUGHNF LTD.
121-76037
121-.75065
504152 ONT. INC.
121-85007
A. PAPASTAMOS
121-75001
CADILLAC FAIRVIEW
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CADILLAC FAIRVIEW
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T-25285
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BRECKON DEV.
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J & J AMBROSE
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PATRICIA JEAN AUTY
02/58/8
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Z-39-W
Z-38-W
Z-31
Z-39-E
PARKWAY
MILLS
ERIN
MISSISSAUGA ROAD SIR 4
OLD STATION ROAD
AVENUE WEST
HILLSIDE DR.
MALOAVER AVE.
DE JONG DR.
GAINEY DR.
BROADWAY ST.
PEARL ST.
HARWOOD AVE.
VICTORIA ST.
ACCESS ST.
GORDON AVE.
HOPEDALE CT.
MULLET CRES.
SONNET CT.
CIRCLE
DRIVE
CRES.
CT.
BLVD.
PL.

City of Mississauga

MEMORANDUM

FILES: 16 111 72092
11 141 00045

11

To Chairman and Members of — From W. P. Taylor

Dept. Operations & Works Committee — Dept. Engineering and Works

September 18, 1986

OPERATIONS/WORKS OCT 1 1986

SUBJECT: Draw on the developer's securities for the repair of the aboveground deficiencies in the Mississauga Valleys Subdivision, Phase IV, Registered Plan 957, located south of Burnhamthorpe Road and east of Hurontario Street (sketch attached).

ORIGIN: Engineering Agreement dated November 3, 1972 between S.B. McLaughlin Associates Ltd., (55 City Centre Drive, Suite 700, Mississauga, Ontario, L5B 1M6), now Hammerson Canada Ltd., the City of Mississauga and the Region of Peel.

COMMENTS: Hammerson Canada Ltd. was advised in a letter dated December 11, 1985, that this Department would accept an amount of $22,859.00 as cash-in-lieu of the performance of aboveground repairs in the subject development. To date this payment has not been received and the required repairs have not been completed. The current estimated cost of the required repairs has now been estimated to be $25,000.00. Hammerson Canada Limited has also been repeatedly advised of the outstanding matters to be resolved prior to assumption of the municipal works, however, no action has been taken to resolve these issues. We are, therefore, requesting authorization to complete the required aboveground repairs at the developer's expense, under the current subdivision repairs contract.

RECEIVED
REGISTRY No. 7662
DATE SEP 23 1986
FILE No. B.01.08
B.01.11.
CLERK'S DEPARTMENT

... 2 ...

11(a)

RECOMMENDATIONS: That the Commissioner of Engineering and Works be authorized to draw on the Letter of Credit (current value $98,761.00) for Mississauga Valleys, Phase IV, Registered Plan 957, located south of Burnhamthorpe Road and east of Hurontario Street, for the completion of the required aboveground repairs currently estimated to cost $25,000.00.

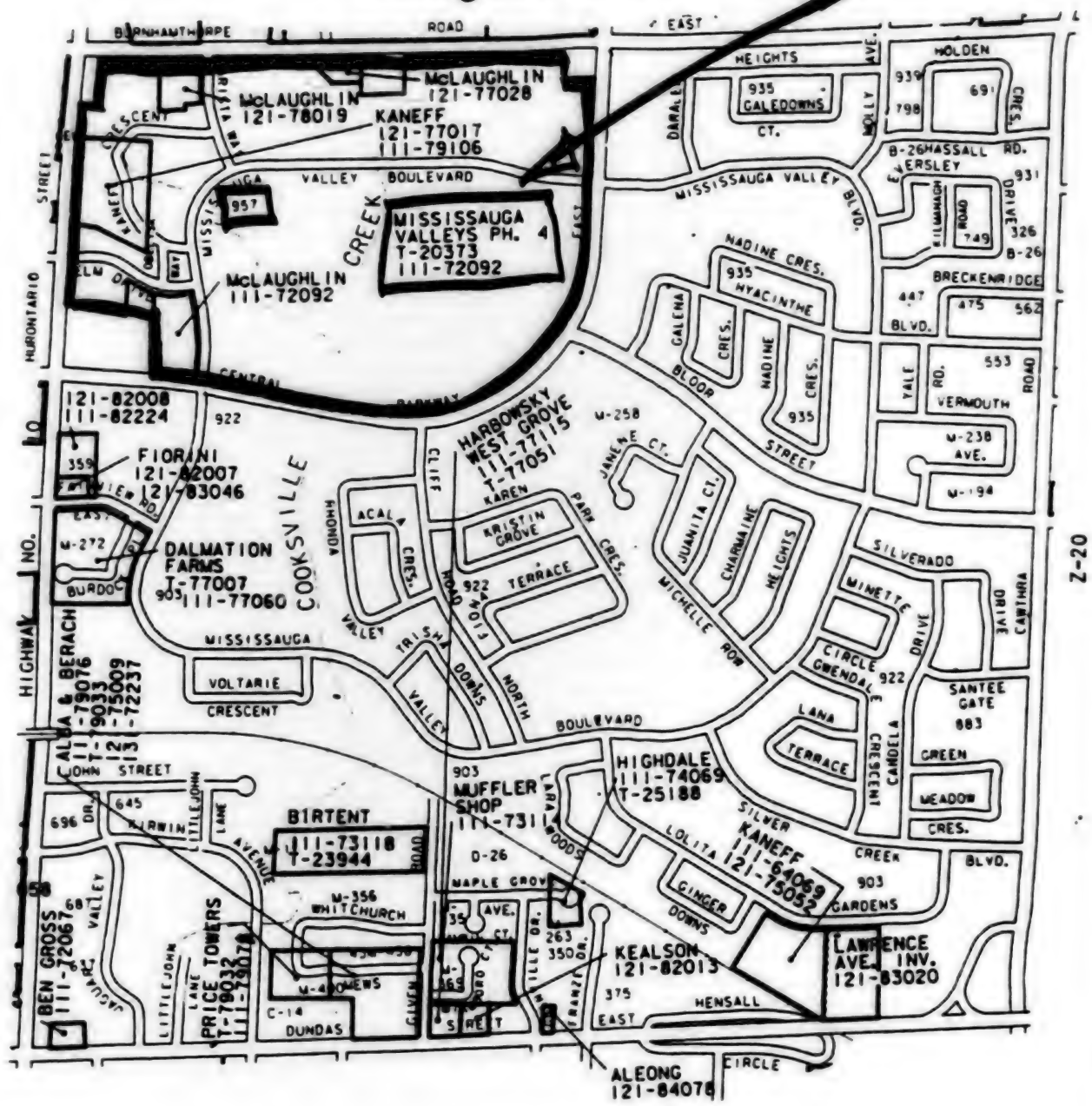
W. P. Taylor, P. Eng.
Commissioner
Engineering and Works

[illegible]l.
[illegible]/edm
[illegible]347E/32E

c.c. R. G. Charlton
M. W. Boyd
W. H. Munden
W. J. Richmond
J. Kettle

11(b)

Subject Lands



12

City of Mississauga

MEMORANDUM FILES: 16 111 75055
16 111 75056
11 141 00045

RECEIVED
REGISTRY No. 7660
DATE SEP 23 1986
FILE No. B.06.143.02
B.06.144.02
PUBLIC WORKS DEPARTMENT

To Chairman and Members of From W. P. Taylor

Dept. Operations & Works Committee Dept. Engineering and Works

OPERATIONS/WORKS OCT 1 1986

September 18, 1986

SUBJECT: Draw on the developer's securities for the repair of the aboveground deficiencies in the Mississauga Meadows Subdivisions, Phases I & II, Plans M-143, M-144 & M-145, located north of Burnhamthorpe Road and west of Cawthra Road (sketch attached).

ORIGIN: Engineering Agreement dated April 15, 1976 between S.B. McLaughlin Associates Ltd. (55 City Centre Drive, Suite 700, Mississauga, Ontario, L5B 1M6), now Hammerson Canada Ltd., the City of Mississauga and the Region of Peel.

COMMENTS: Hammerson Canada Ltd. was advised in a letter dated March 5, 1986, that this Department would accept an amount of $45,497.97 as cash-in-lieu of the performance of aboveground repairs in the subject developments. To date this payment has not been received and the required repairs have not been completed. Hammerson Canada Limited has also been repeatedly advised of the outstanding matters to be resolved prior to assumption of the municipal works, however, no action has been taken to resolve these issues. We are, therefore, requesting authorization to complete the required aboveground repairs at the developer's expense, under the current subdivision repairs contract.

RECOMMENDATION: That the Commissioner of Engineering and Works be authorized to draw on the Letter of Credit for the completion of outstanding aboveground repairs in Mississauga Meadows, Phase I, Plan M-143 (current value $25,652.00) and Phase II, Plans M-144 and M-145 (current value $110,034.00), lands located north of Burnhamthorpe Road and west of Cawthra Road for the completion of aboveground repairs currently estimated to cost $45,497.97.

W. P. Taylor, P. Eng.
Commissioner
Engineering and Works

Encl.
PG/edm
0347E/32E

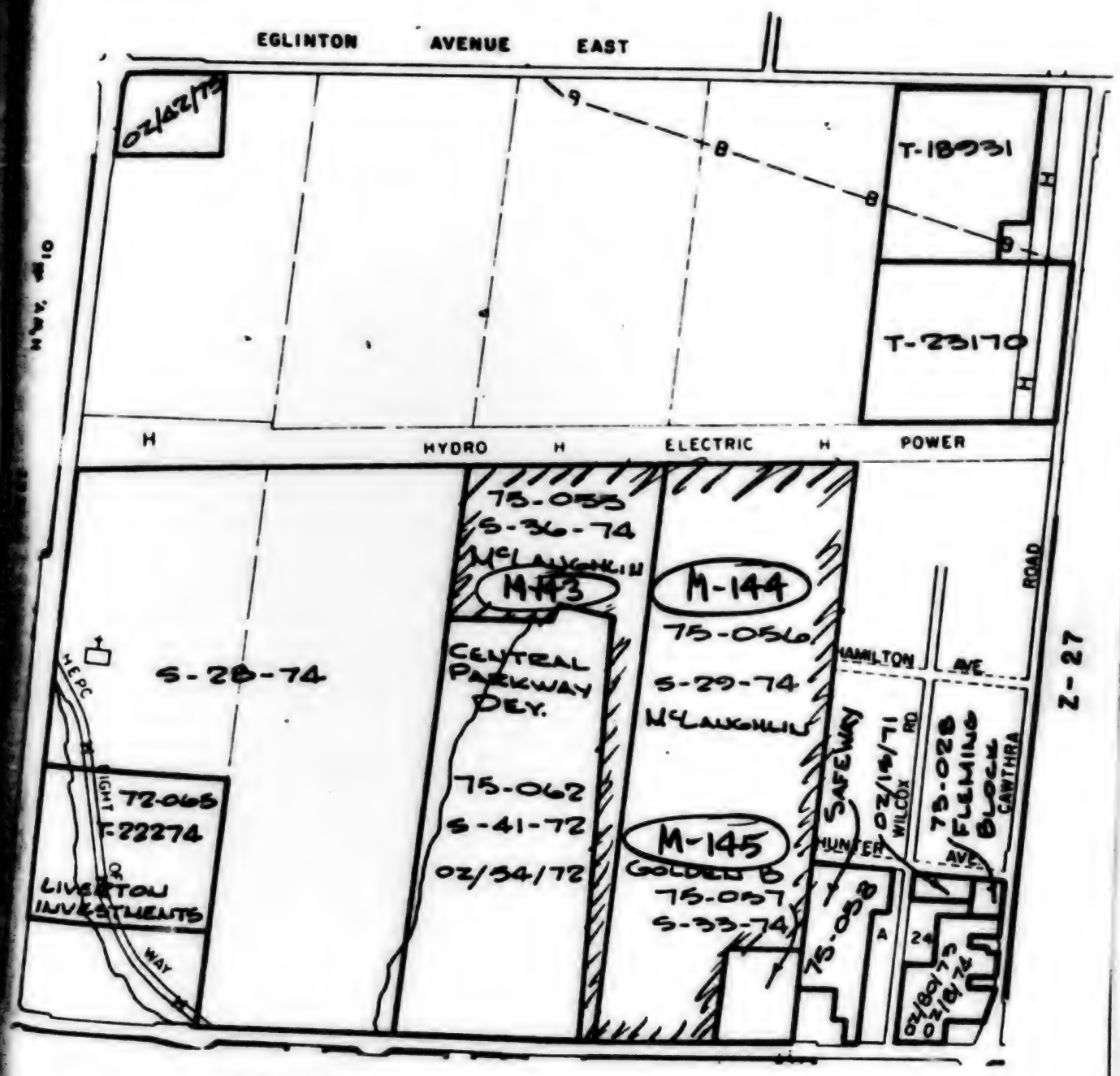
c.c. R. G. Charlton
M. W. Boyd
W. J. Richmond
J. Kettle

12(a)

COOKSVILLE CREEK
P.N. 46-69

Z-36-W

Z-36-E



METRO PEEL
P.N. 85-65

Z-21

MISSISSAUGA MEADOWS
NEIGHBOURHOOD
P.N. 73-134

Z-28

12

MEMORANDUM

FILES: 16 111 78137
11 141 00045

To Chairman and Members of
Dept. Operations & Works Committee

From W. P. Taylor
Dept. Engineering and Works

September 22, 1986

OPERATIONS & WORKS OCT 1 1986

SUBJECT: Draw on the developer's securities for the completion of curb cuts, sidewalk repairs and asphalt resurfacing for All Nations Investments Limited, C.A. 'B' 9-13/83M, Plan 43R-10885, located on Indian Road west of Indian Grove (sketch attached).

ORIGIN: Servicing Agreement dated January 28, 1985 between All Nations Investments Limited, (1438 Clarkson Road, Mississauga, Ontario, L5J 2W5), City of Mississauga and the Region of Peel.

COMMENTS: In accordance with the requirements of the Servicing Agreement for the subject development the developer was to arrange for the completion of curb cuts, sidewalk reinstatement and asphalt resurfacing on Indian Road on or before August 15, 1985. Due to the incomplete status of building construction it was not feasible to have this work completed prior to the termination of the 1985 construction season.

RECEIVED
REGISTRY No. 7706
DATE SEP 24 1986
FILE No. B-07-B009
CLERK'S DEPARTMENT

Upon completion of building construction, grading and sodding of the lots in the summer of 1986, the developer was advised in a letter dated August 28, 1986, to proceed with the required aboveground servicing works and advise this Department within two weeks as to the scheduling of same.

As no response has been received to date, we are recommending that the Commissioner of Engineering and Works be authorized to complete the remaining aboveground servicing works (estimated to cost $13,200.00) under the current subdivision repairs contract, at the developer's expense.

RECOMMENDATIONS: 1. That the Commissioner of Engineering and Works be authorized to complete the outstanding curb cuts, sidewalk repairs and asphalt resurfacing works (estimated cost $13,200.00) for All Nations Investments Limited, C.A. 'B' 9-13/83M, Plan 43R-10885, located on Indian Road west of Indian Grove.

... 2 ...

13(a)

RECOMMENDATIONS: (Continued)

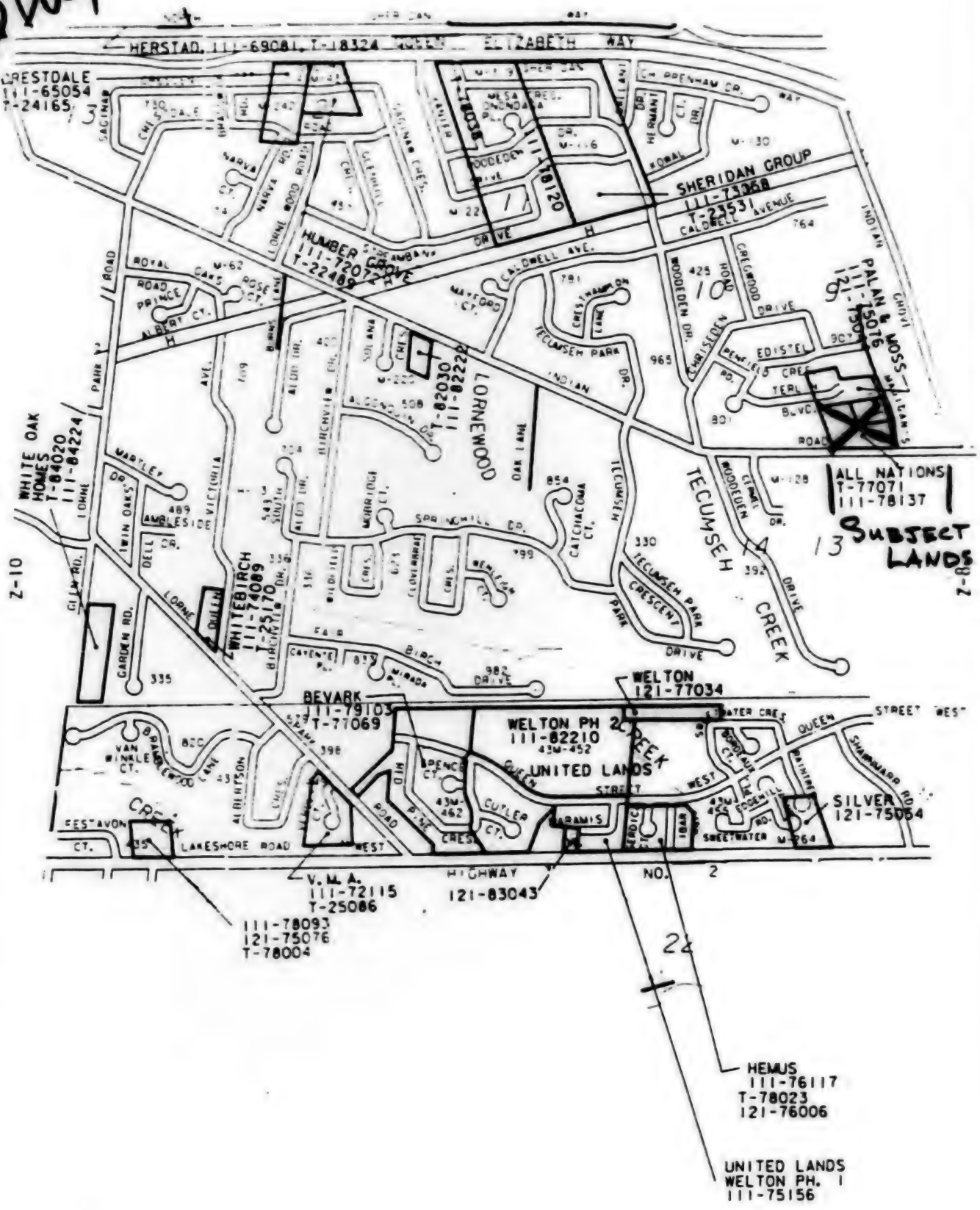
2. That the City Treasurer be authorized to draw on the developer's Letter of Credit (current value $15,892.25) to defray costs incurred by the City pursuant to Recommendation #1 above.

W. P. Taylor, P. Eng.
Commissioner
Engineering and Works

TE:cl.
PT/edm
0347E/27E

c.c. R. G. Charlton
M. W. Boyd
W. J. Richmond
J. Kettle
W. H. Munden

1Blk1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SAGINAW
CRESTDALE
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NARVA
NARVA ROAD
LORNE ROAD
CRESCENT
GLENHILL
DRIVE
ROSSDEN
WOODEDEN
DRIVE
SOLANA
CRES.
DR.
HERMANI
CT.
CRES.
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INDIAN
ROAD
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ROSE CT.
PRINCE
ALBERT CT.
MAYFORD CT.
CRESTHAVEN DR.
LANE
TECUMSEH PARK
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CRESCENT
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CREGMOOD
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CRES.
TERR.
BLVD.
ROAD
PALAN & MOSS
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ALL NATIONS
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13
SUBJECT
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HOMES
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LORNE
AVE.
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ALLEN DR.
ALGONQUIN DR.
508
HIAWATHA
CRES.
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OAK LANE
HISWATHA
TECUMSEH
DRIVE
CREEK
MARTLEY
DR.
489
AMBLESIDE
VICTORIA
CRES.
543
SOUTH
DR.
SPRINGHILL DR.
CATCHACOMA
CT.
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336
DELL
CRES.
CLOVERMEAD
CRES.
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DELL
DR.
LORNE
CRES.
CAYENNE
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BIRCH
MIRADA
PL.
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UNITED LANDS
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STREET
WEST
WATER CRES.
QUEEN
STREET WEST
SHARGUARD RD.
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VAN
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CT.
BRAMBLEWOOD
LANE
820
ALBERTSON
CRES.
CRES.
ROAD
BINE
CRES.
SPENCE
CT.
43M-
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CUTLER
CT.
ABRAMIS
DR.
HEROIC
WAY
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EDGEHILL
RD.
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UNITED LANDS
WELTON PH. 1
111-75156
Z-2
Z-9

City of Mississauga

MEMORANDUM

FILES: 16 111 75120
11 141 00045

14

To Chairman and Members of
Dept. Operations & Works Committee

From W. P. Taylor
Dept. Engineering and Works

RECEIVED
REGISTRY No 7658
DATE SEP 23 1986
FILE No B.06.209.02
CLERK'S DEPARTMENT

September 18, 1986

OPERATIONS/WORKS OCT 1 1986

SUBJECT: Assumption of the municipal works for Talka Subdivision, Phase I, Plan M-209, located north of Lakeshore Road West and east of Clarkson Road (sketch attached).

ORIGIN: Engineering Agreement dated July 27, 1977, between Phi International Inc. (3087 Winston Churchill Boulevard, Mississauga, Ontario, L5L 2V8) the City of Mississauga and the Regional Municipality of Peel.

COMMENTS: The subject development consists of 20 multiple residential blocks.

As far as the Engineering and Works Department is concerned, the developer has complied with all the requirements of the Engineering Agreement for the installation of municipal services.

The Region of Peel has indicated that they will accept an amount of $17,625.00 as cash-in-lieu of rectification of the remaining deficiencies with respect to the watermain services in Plan M-209. the developer has authorized that this amount be drawn from the Letter of Credit currently valued at $93,854.84.

RECOMMENDATIONS:

1. That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Engineering Agreement for Talka Subdivision, Phase I, Plan M-209, located north of Lakeshore Road West and east of Clarkson Road.

... 2 ...

RECOMMENDATIONS: (Continued)

2. That the City Treasurer be directed to draw an amount of $17,625.00 from the Letter of Credit for Plan M-209 (current value $93,854.84) and forward this amount to the Region of Peel for the rectification of the remaining watermain deficiencies in Talka subdivision.

3. That the remaining securities for the Engineering Agreement for Plan M-209 be released to the developer, Phi International Incorporated.

4. That a by-law be enacted establishing the road allowance within Plan M-209, as public highway and part of the municipal system of the City of Mississauga.

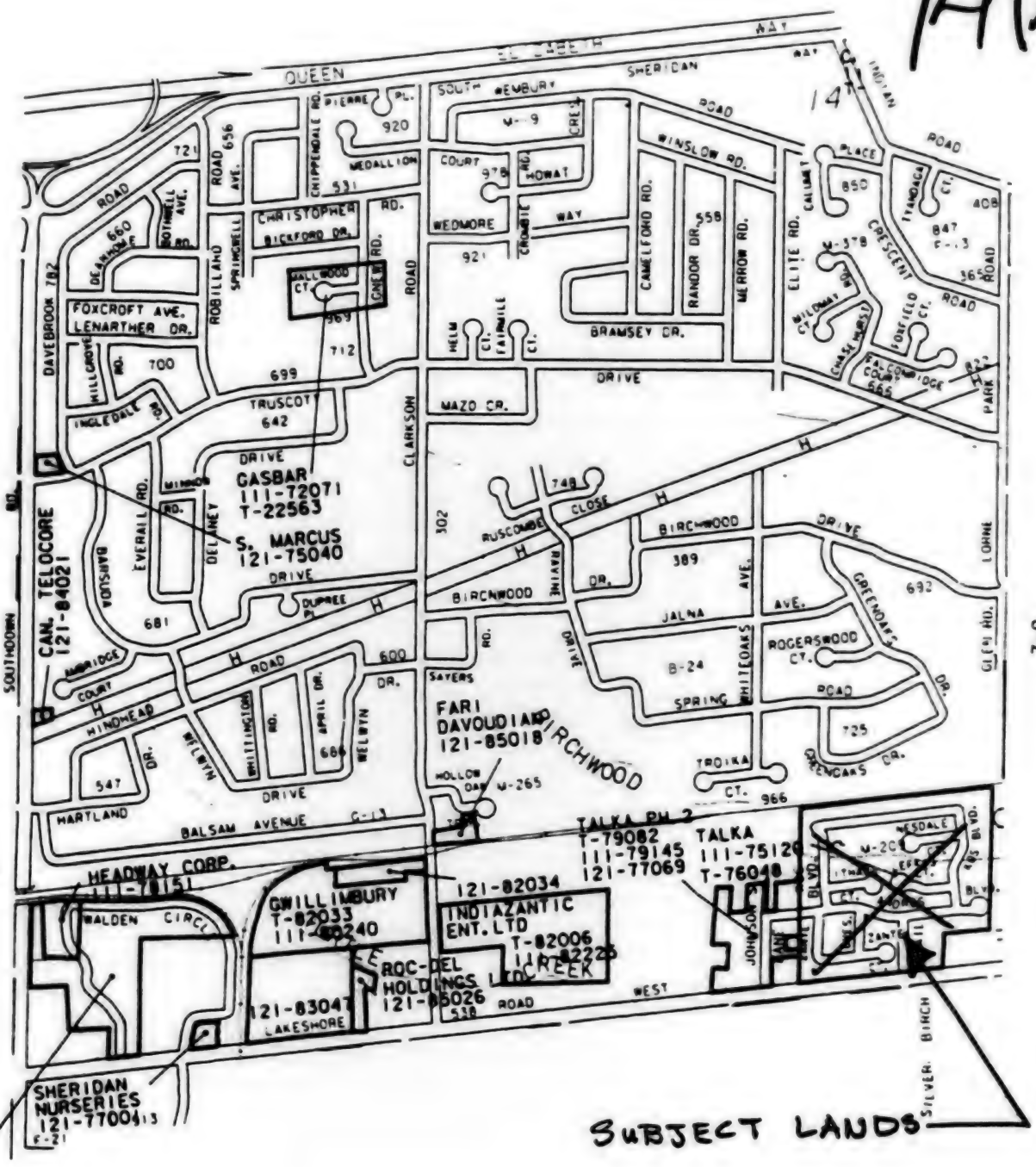
William P. Taylor, P.Eng.
Commissioner

/edm
34/E:27/E

Encl.

cc: Councillor P. Mullin
L. J. Harvey
W. H. Munden
R. G. Charlton
D. J. Debenham
M. W. Boyd
J. D. McKichan - Region of Peel

14(b)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INDIAN ROAD
DAVEBROOK
ROAD
PIERRE PL.
CHIPPENDALE RD.
MEDALLION
ROBILLARD AVE.
SPRINGWELL
CHRISTOPHER
BICKFORD DR.
CAMELOT RD.
HALLWOOD CT.
FOXCROFT AVE.
LENARTHER DR.
WILLOWDALE RD.
INGLEDALE DR.
TRUSCOTT DRIVE
EVERALL RD.
DELANEY RD.
CLARKSON ROAD
SOUTHDOWN RD.
BANSTEAD
WINDRIDGE COURT
WINDMEAD ROAD
WHITTINGTON RD.
APRIL DR.
WELWYN DR.
HARTLAND DR.
BALSAM AVENUE
WEDMORE COURT
HOWAT CRES.
CROMBIE WAY
WINSLOW RD.
CAMELFORD RD.
RANDOR DR.
WEARROW RD.
ELITE RD.
CALIANT PLACE
TYANDAGA CT.
CRESCENT ROAD
HELM CT.
FAIRMILLE CT.
BRAMSEY DR.
WILDWAY RD.
CHASE HURST CT.
LORFELLO CT.
PARKCOURT PLACE
MAZO CR.
DRIVE
RUSCOMBE CLOSE
BIRCHWOOD DRIVE
MARVIN DR.
DUPREE PL.
SAYERS RD.
DAVID DR.
JALNA AVE.
GREENOAKS DR.
WHITEOAKS ROAD
ROGERSWOOD CT.
SPRING ROAD
TROIKA CT.
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LORNE
HOLLOW OAK DR.
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TALKA
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HEADWAY CORP.
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GWILLIMBURY
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INDIAZANTIC
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HOLDINGS LTD
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LAKESHORE ROAD WEST
121-83047
SHERIDAN
NURSERIES
121-77004
SILVER BIRCH
JOHNSON
SUBJECT LANDS
Z-11
Z-9
Z-3
Z-10

15

MEMORANDUM

FILES: 16 111 79145
11 141 00045

To Chairman and Members of Operations & Works Committee

From W. P. Taylor

Dept. Engineering and Works

RECEIVED
REGISTRY No. 7687
DATE SEP 23 1986
FILE No. B.06.209.02
CLERK'S DEPARTMENT

September 18, 1986

OPERATIONS/WORKS OCT 1 1986

SUBJECT: Assumption of the municipal works for Talka Phase II, Plans 43R-3829 and 43R-8261, located north of Lakeshore Road West and east of Clarkson Road (sketch attached).

ORIGIN: Engineering Agreement dated September 12, 1980, between Phi International Inc. (3087 Winston Churchill Boulevard, Mississauga, Ontario, L5L 2V8) the City of Mississauga and the Regional Municipality of Peel.

COMMENTS: The subject development consists of Johnsons Lane and Andros boulevard west of Plan M-209 and associated municipal works.

As far as the Engineering and Works Department is concerned, the developer has complied with all the requirements of the Engineering Agreement for the installation of municipal services.

Johnsons Lane and Andros boulevard were established as public highway pursuant to By-Laws 741-82 and 742-82 consequently a by-law will not be required with this report.

RECOMMENDATIONS:

1. That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Engineering Agreement for Talka Phase II, Plans 43R-3829 and 43R-8261, Johnsons Lane and Andros Boulevard, located north of Lakeshore Road West and east of Clarkson Road.

... 2 ...

15(a)

RECOMMENDATIONS: (Continued)

2. That the remaining securities for the Engineering Agreement for Plans 43R-3829 and 43R-8261, be released to the developer, Phi International Incorporated.

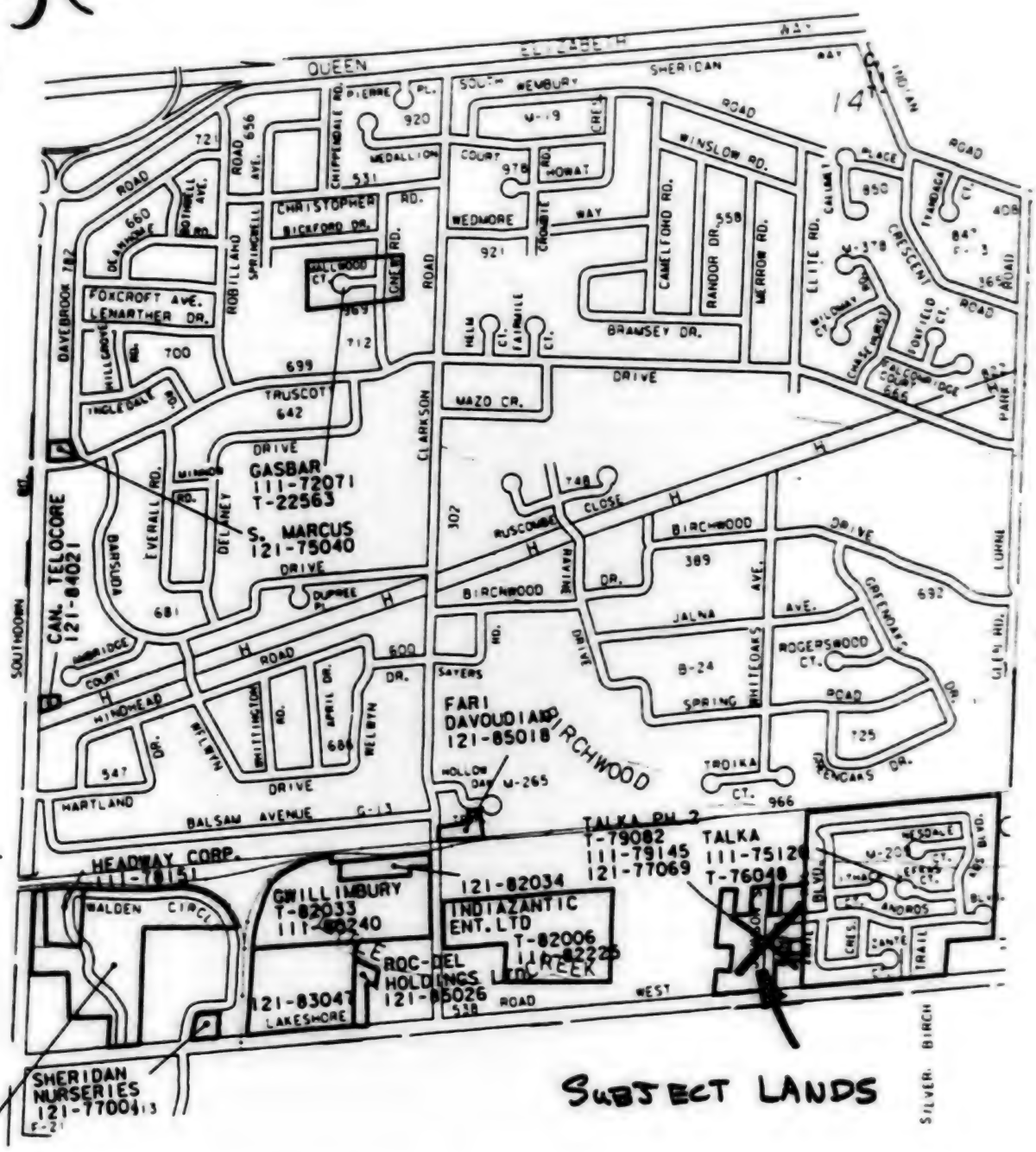
William P. Taylor, P.Eng.
Commissioner

/edm
E:27E

Encl.

cc: Councillor P. Mullin
L. J. Harvey
W. H. Munden
R. G. Charlton
D. J. Debenham
M. W. Boyd
J. D. McKichan - Region of Peel

15(A)1



Z-11

Z-9

Z-7

Z-10

City of Mississauga

MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00045

16

To Chairman and Members of
Dept. Operations and Works Committee.

From William P. Taylor, P.Eng.,
Dept. Engineering & Works Dept.

RECEIVED
REGISTRY No. 7457
DATE SEP 15 1986
FILE No. F.06.04.06
CLERKS DEPARTMENT

September 8, 1986.

OPERATIONS/WORKS OCT 1 1986

SUBJECT: Heavy Vehicles on Alpha Mills Road.

SOURCE: Councillor T. Southorn, Ward 9.

COMMENTS: The Engineering Department has been asked to review truck routes into the industrial area on the west side of Falconer Drive, between Alpha Mills Road and Matlock Avenue.

Our investigation has determined that both Alpha Mills Road and Matlock Avenue are by-lawed restricting heavy vehicles. However, in accordance with the By-law, trucks are allowed to make deliveries on a prohibited road through the shortest, most direct route. Therefore, as this industrial area on Falconer Drive has two routes which could be considered the shortest route, Alpha Mills Road or Matlock Avenue, enforcement would prove impractical and perhaps impossible.

This has proven to be a problem because there are residential single family dwellings on Alpha Mills Road that these heavy vehicles must pass.

As a solution to this problem, we recommend removing the heavy truck prohibition on Matlock Avenue from Mississauga Road to Falconer Drive, But retaining it east of Falconer Drive in the residential area. This, along with directory signs at Mississauga Road on Alpha Mills Road instructing heavy vehicles to use Matlock Avenue, should prevent trucks from travelling past the C.P.R. lines on Alpha Mills Road, into the residential area. In addition, we will upgrade prohibitive signing on Alpha Mills Road.

.../2

16(a)1

RECOMMENDATIONS:

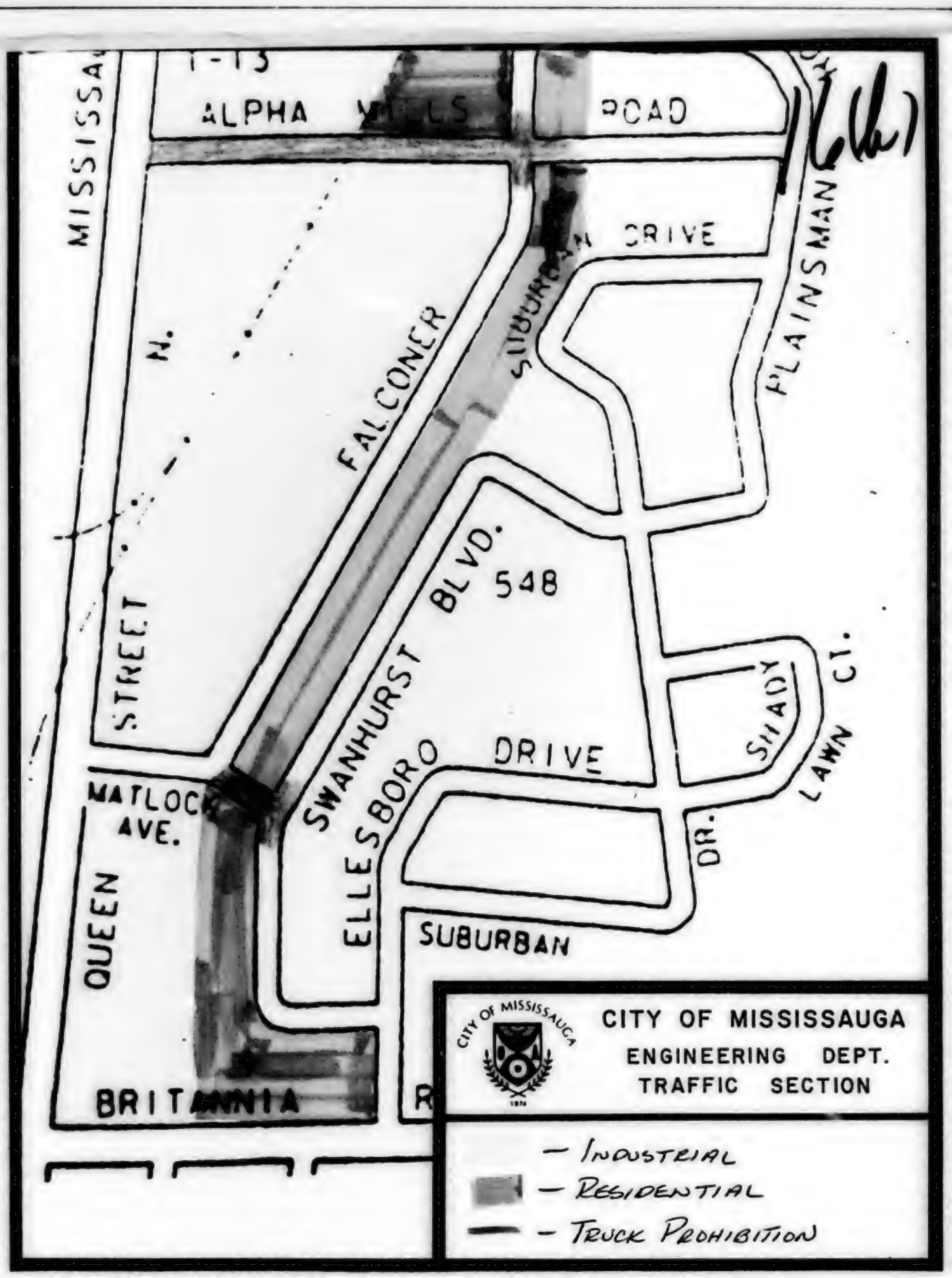
1. That a by-law be passed removing the heavy truck prohibition from Matlock Avenue between Mississauga Road and Falconer Drive.

2. That the Engineering Department manufacture and erect directory signs on Alpha Mills Road at Mississauga Road, instructing heavy trucks delivering to Falconer Drive to use Matlock Avenue only.

3. That prohibitive truck signs be posted on Matlock Avenue east of Falconer Drive, restricting heavy trucks into the residential area.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

MJF/dab
0487E


I-13
ALPHA
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FALCONER
SUBURBAN
DRIVE
PLAINSMAN
STREET
548
SWANHURST BLVD.
ELLESBORO
DRIVE
SHADY
LAWN
DR.
CT.
MATLOCK
AVE.
QUEEN
SUBURBAN
BRITANNIA
CITY OF MISSISSAUGA
ENGINEERING DEPT.
TRAFFIC SECTION
— INDUSTRIAL
— RESIDENTIAL
— TRUCK PROHIBITION

11

City of Mississauga

MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00010

To Chairman and Members of
Dept. Operations and Works Committee.

From William P. Taylor, P.Eng.,
Dept. Engineering & Works Dept.

September 8, 1986.

OPERATIONS OCT 1 1986

SUBJECT: Parking prohibition on Truscott Drive between Kelly Road and Winston Churchill Boulevard.

SOURCE: Councillor P. Mullin, Ward 2.

COMMENTS: A By-law was passed on June 9, 1986 by Council prohibiting parking on the south side of Truscott Drive between Kelly Road and Winston Churchill Boulevard.

RECEIVED
REGISTRY No 7466
DATE SEP 15 1986
FILE No. F.06.04.02
CLERK'S DEPARTMENT

Since this By-law was approved, the area residents have expressed their opposition to the prohibition to Councillor Mullin. Councillor Mullin has requested that the Engineering Department not proceed with the posting of prohibitive signs.

The Engineering Department has no objection to this change at this time. However, we will continue to monitor traffic conditions on Truscott Drive and if in the future a safety hazard arises, due to parked vehicles, we may have to recommend a parking prohibition on one side of Truscott Drive.

This is due to the fact that when parking occurs on both sides of Truscott Drive, two through lanes of traffic cannot be maintained.

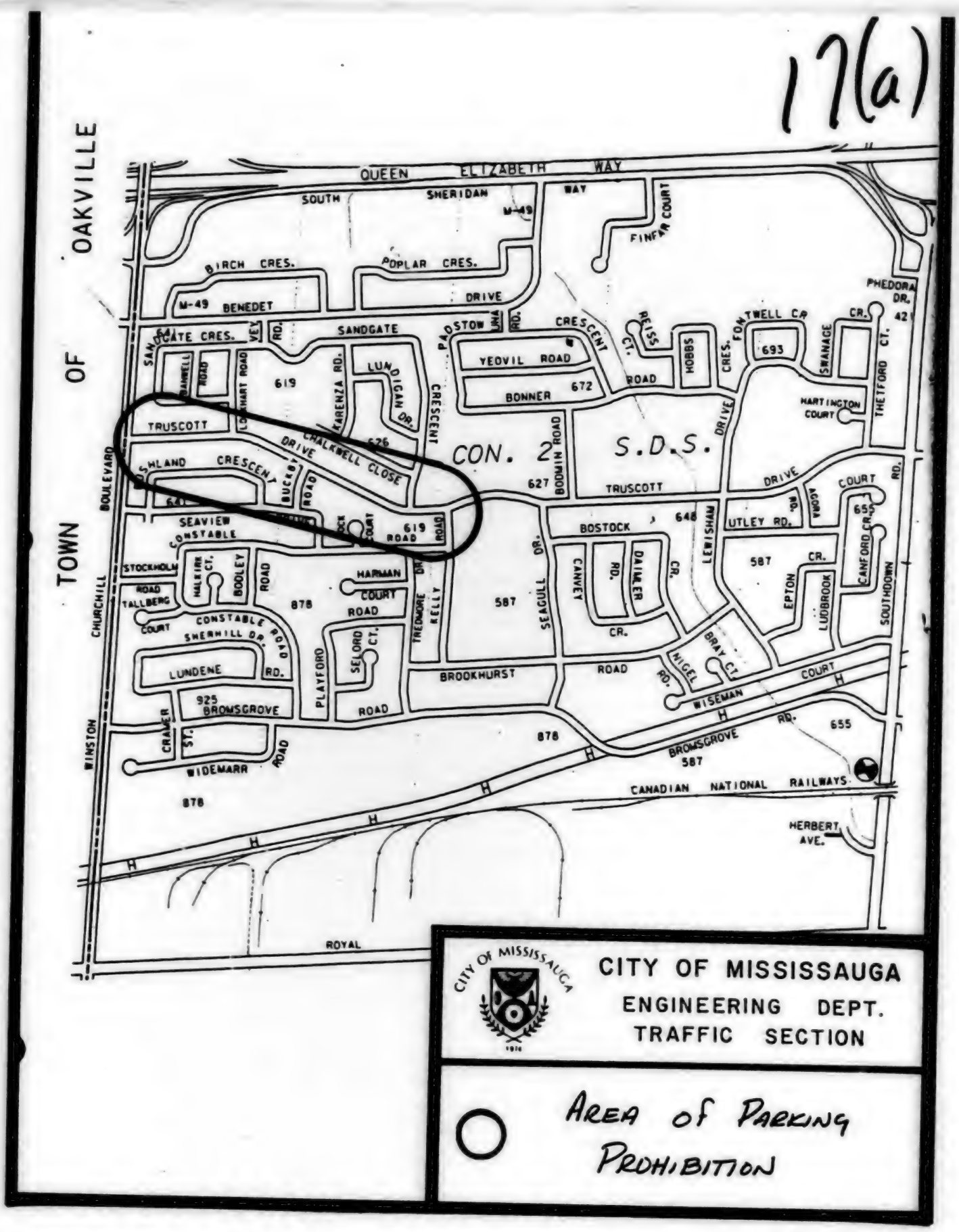
RECOMMENDATION: That a by-law be enacted to amend Traffic By-law 444-79, as amended, to remove the parking prohibition from the south side of Truscott Drive from Kelly Road to Winston Churchill Boulevard.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

MJF/dab
0487E

FORM 145

17(a)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SOUTH SHERIDAN WAY
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FINFAR COURT
BIRCH CRES.
POPLAR CRES.
DRIVE
M-49
BENEDET
PHEDORA DR.
SANDGATE CRES.
SANDGATE RD.
PADSTOW CRESCENT
REISS CT.
HOBBS ROAD
FONTWELL CRES.
SWANAGE CR.
THETFORD CT.
YEOVIL ROAD
BONNER ROAD
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693
619
LUNDIGAN DR.
KARENZA RD.
LOCKHART ROAD
TRUSCOTT DRIVE
CHALKWELL CLOSE
CRESCENT
CON. 2
S.D.S.
BODWIN ROAD
HARTINGTON COURT
TRUSCOTT DRIVE
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626
BUCKEYE ROAD
SEAVIEW
CONSTABLE
619 ROAD
BOSTOCK
UTLEY RD.
COURT
RD.
STOCKHOLE ROAD
HALKIRK CT.
BOODLEY ROAD
HARMAN COURT ROAD
TALLBERG COURT
CONSTABLE ROAD
SHERHILL DR.
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587
SEAGULL DR.
CANVEY RD.
DAIMLER CR.
LEWISHAM
CR.
EPTON
LUDBROOK
CANFORD CR.
SOUTHDOWN
LUNDENE RD.
SELORD CT.
PLAYFORD ROAD
TREDMORE DR.
KELLY
BROOKHURST ROAD
NIGEL RD.
BRAY CT.
WISEMAN COURT
925 BROMSGROVE
CRAVEN ST.
WIDEMARR ROAD
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BROMSGROVE RD.
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587
WINSTON CHURCHILL BOULEVARD
CANADIAN NATIONAL RAILWAYS
HERBERT AVE.
ROYAL
CITY OF MISSISSAUGA
ENGINEERING DEPT.
TRAFFIC SECTION
AREA OF PARKING PROHIBITION

18

City of Mississauga

MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00019

RECEIVED
REGISTRY No. 7465 From
DATE SEP 15 Dept.
FILE No. F.06.04.02
CLERK'S DEPARTMENT

To Chairman and Members of Operations and Works Committee.

From William P. Taylor, P.Eng., Engineering and Works Dept.

Dept.

September 8, 1986.

OPERATIONS/WORKS OCT 1 1986

SUBJECT: Parking prohibition - Havenwood Drive.

SOURCE: Councillor M. Prentice, Ward 3.

COMMENTS: We have had a request from the area Councillor to review the existing parking prohibition on Havenwood Drive from Bloor Street to Haven Glenn.

Our review has indicated that the existing signing is adequate but, does not conform to the listing in Traffic By-Law 444-79. Therefore, there is a need to amend this to reflect signing as it appears in the field. Parking will therefore be prohibited from Tyneburn Crescent (north leg) to Williamsport Drive (south leg) both sides and on the west side from Tyneburn Crescent (north leg) to Haven Glenn.

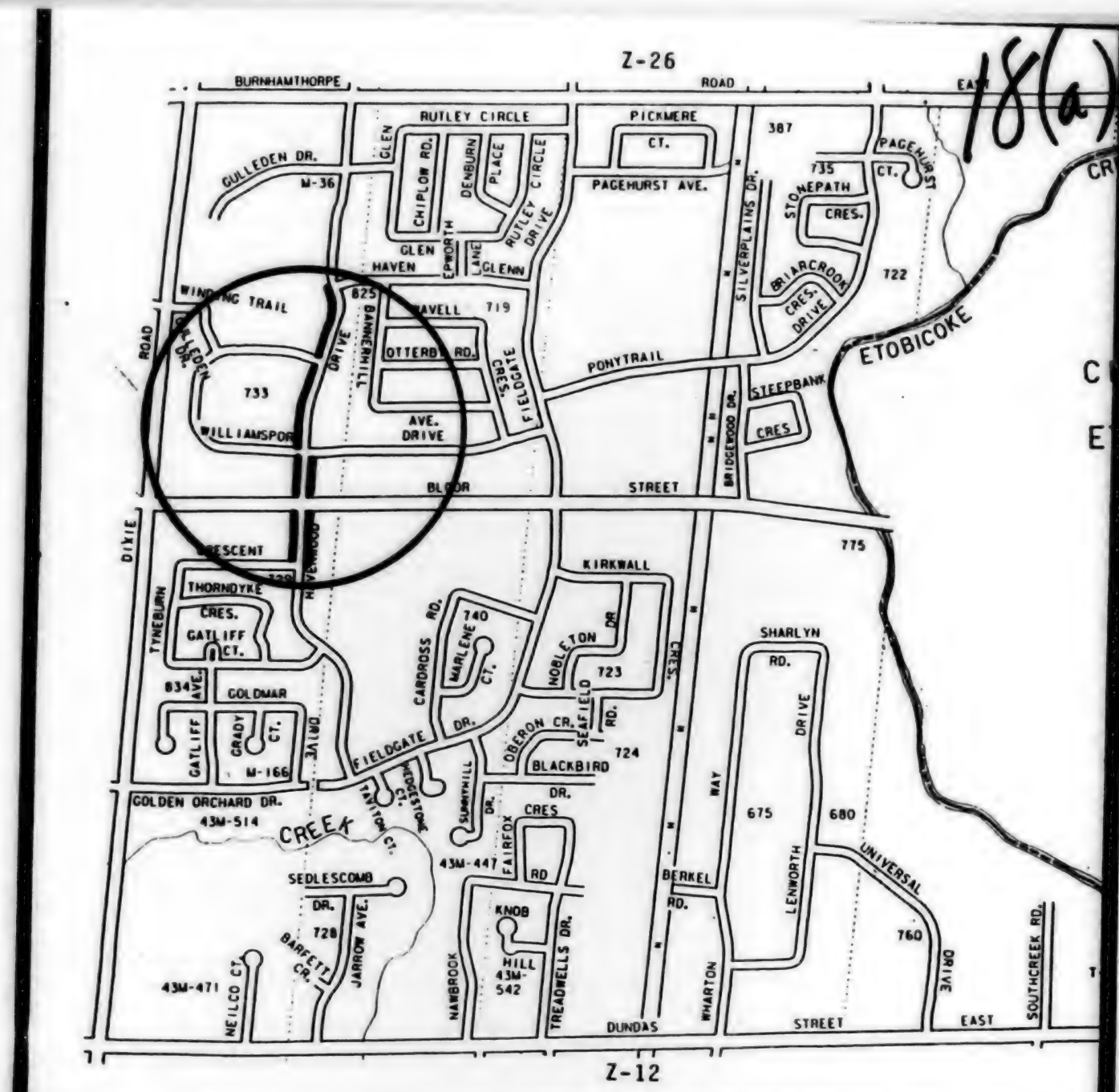
RECOMMENDATION: That a by-law be passed to amend Traffic By-Law 444-79, as amended, authorizing housekeeping changes dealing with prohibitive parking signs on Havenwood Drive.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

MJF/dab
0487E

FORM 145

18(a)



CITY OF MISSISSAUGA
ENGINEERING DEPT.
TRAFFIC SECTION

11 - LIMITS OF PARKING PROHIBITION

14

City of Mississauga

MEMORANDUM

RECEIVED
REGISTRY No. 7223
DATE SEP 5 1986
FILE No. F-06-04-05
From
Dept.
CLERK'S DEPARTMENT

File: 11 141 00045
11 161 00011
13 211 00019

To Chairman and Members of
Dept. Operations and Works Committee.

From William P. Taylor, P.Eng.,
Dept. Engineering & Works Dept.

August 27, 1986.

SUBJECT: Installation of All-way stop - Fieldgate Drive and Ponytrail Drive.

OPERATIONS WORKS OCT 1 1986

SOURCE: Mrs. Jane Cherry, President, Russet Homes Cooperative.

COMMENTS: The Engineering and Works Department is in receipt of a request dated July 21, 1986 with regard to the installation of an all-way stop at the intersection of Fieldgate Drive and Ponytrail Drive.

We have reviewed the intersection with respect to the installation of an all-way stop and have found that installation would be warranted during the a.m. peak hour but would not be during the p.m. peak. The average peak hours result in the following warrants:

Part 'A'	Volume from all approaches	235%
Part 'B'	Minor street volume	76%

Both parts 'A' and 'B' individually must equal, or exceed 100% for the warrant to be met on the basis of volume. The count was done in August of 1986 and generally traffic volumes are lower during the Summer than during the Fall period. We feel that once school is returned that the volumes at this intersection will warrant the installation of an all-way stop. In addition, we have reviewed the area in detail and have reviewed the accidents experienced in the area. Our records indicated that there have been four pedestrian accidents at this location. In addition there is an adult crossing guard during the times the schoolchildren are crossing. In view of the foregoing, we recommend the installation of an all-way stop at the intersection of Fieldgate Drive and Ponytrail Drive.

RECOMMENDATION:

1. That an all-way stop be instituted at the intersection of Fieldgate Drive and Ponytrail Drive.

2. That a by-law be enacted amended By-Law 444-79, as amended, to implement the above recommendation.

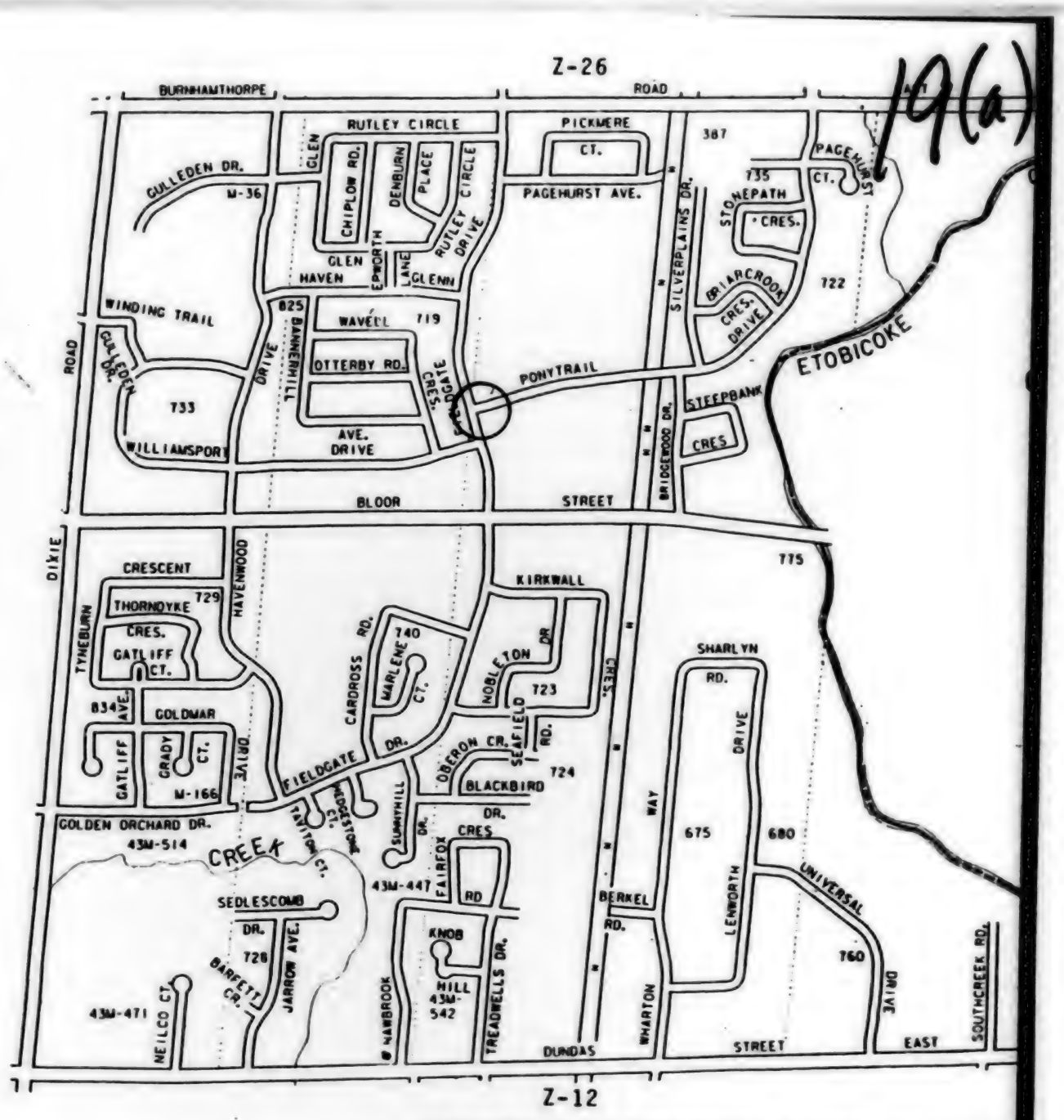
William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

WPT/dab
0987E

FORM 145

19(a)

Z-26



CITY OF MISSISSAUGA
ENGINEERING DEPT.
TRAFFIC SECTION

○ - Subject Intersection

20

City of Mississauga

MEMORANDUM

File: 11 141 00045
13 211 00208

To Chairman and Members of
Dept. Operations and Works Committee.

From William P. Taylor, P.Eng.,
Dept. Engineering and [illegible]

RECEIVED
REGISTRY No. 7602
DATE SEP 19 1986
FILE No. F.06.02
CLERK'S DEPARTMENT

September 12, 1986

OCT 1 1986
OPERATIONS/WORKS

SUBJECT: Traffic Control Signals
Winston Churchill Boulevard and The Collegeway

SOURCE: Engineering and Works Department

COMMENTS: Erin Mills Neighbourhood 501 and 502 have commenced with development. As a result, The Collegeway now physically extends west of Winston Churchill Boulevard. Funds have been made available in the agreement with Erin Mills Developments for the installation of signals at this location. Signal warrant criteria has not been satisfied at present, however, traffic conditions are increasing due to development in the area. In view of this, we recommend the installation of traffic signals at this time.

RECOMMENDATION: That traffic control signals be installed at the intersection of The Collegeway and Winston Churchill Boulevard with the funds provided by the Erin Mills Development Corporation.

William P. Taylor

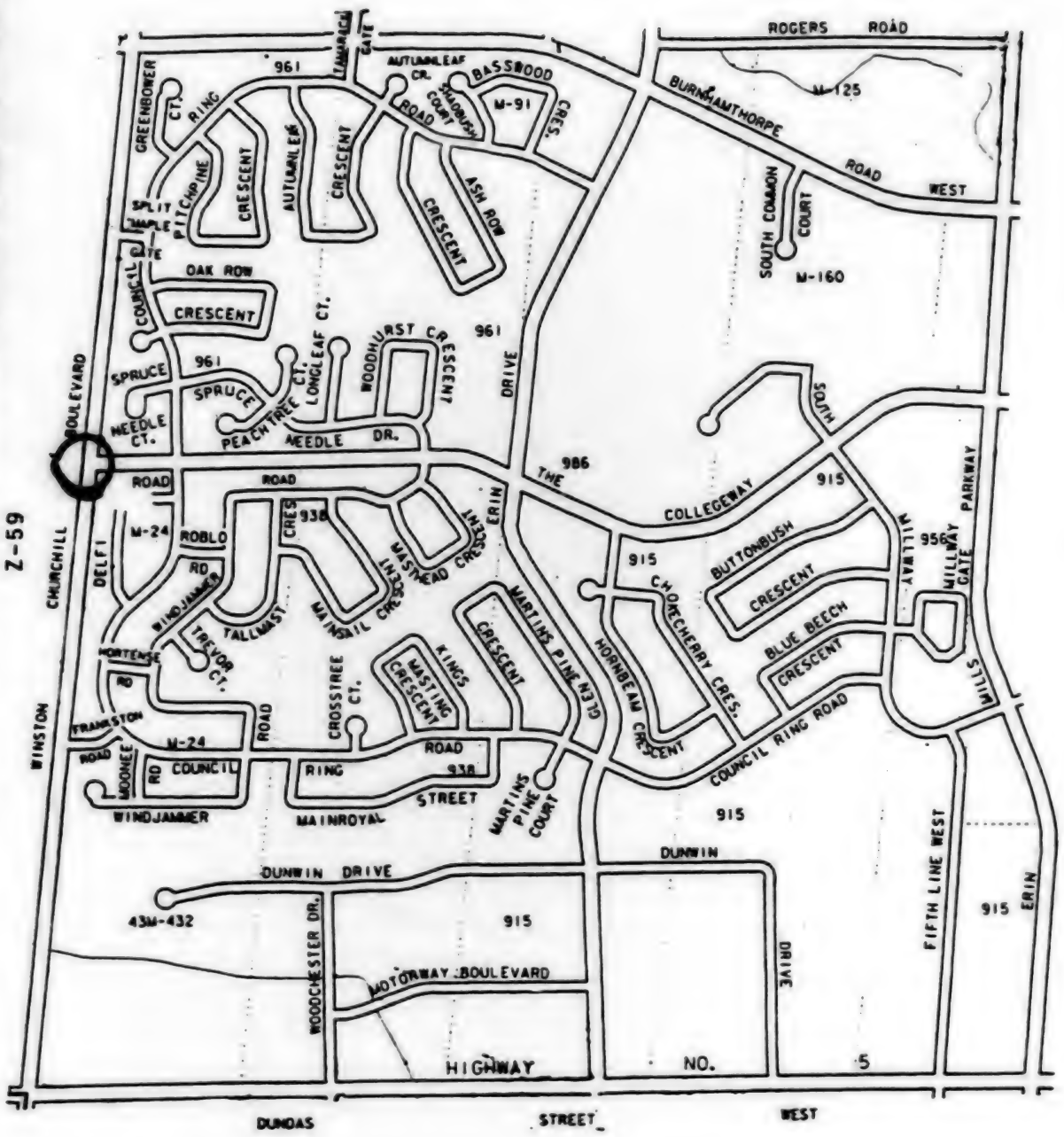
William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

WPL/dm
0491E

FORM 145

Z-32

20(a)



Z-59

Z-24

Z-18

Z-25

21

MEMORANDUM

File: 11 141 00045
13 211 00031

To Chairman and Members of
Dept. Operations and Works Committee.

From William P. Taylor, P.Eng.,
Dept. Engineering & Works Dept.

September 22, 1986.

OCT 1 1986

OPERATIONS

SUBJECT: All-way stops on Folkway Drive.

SOURCE: Councillor S.W. Mahoney, Ward 8.

COMMENTS: A request has been received through Councillor Mahoney's office, from a Mr. Gary J. Robertson, for the installation of an all-way stop at the intersection of Folkway Drive and the north leg of Sawmill Valley Drive. Mr. Robertson feels that vehicle speeds and volumes on Folkway Drive are such that a dangerous condition exists requiring all-way stop installation.

RECEIVED
REGISTRY No. 7710
DATE SEP 24 1986
FILE No. F.06.04.05
CLERK'S DEPARTMENT

All-way stops on Folkway Drive, in the immediate vicinity, currently exist at the east leg of Trapper Crescent to the north and the central leg of Sawmill Valley Drive to the south.

Manual turning movement counts were conducted at the Folkway Drive/Sawmill Valley Drive intersection on June 17, 1986 and when compared to the all-way stop warrants, derived from the a.m. and p.m. peak hour average, resulted in the following values:

Part 'A'	-	Volume from all approaches	- 95%
Part 'B'	-	Minor street volume	- 49%

Similar traffic counts at the intersection of Folkway Drive and Coppersmith Court, located immediately southerly, resulted in warrants of 99% and 6%. Both parts 'A' and 'B' must equal or exceed 100% to warrant an all-way stop.

The average peak hour volume of traffic on Folkway Drive at Sawmill Valley Drive, 170 vehicles or less than 3 per minute, would definitely not be considered excessive or out of character for this local collector roadway. Volumes on Sawmill Valley Drive at this intersection averaged 21 vehicles per hour, or approximately one vehicle every 3 minutes.

Vehicle speeds on Folkway Drive, in the vicinity of the intersection, were recorded during the a.m. peak hour with an 85% ile of 47 km/hr in this 50 km/h zone. This result would be considered quite acceptable, and would not indicate a speeding problem or the necessity of Police enforcement.

.../2

21

MEMORANDUM

File: 11 141 00045
13 211 00031

To Chairman and Members of

Dept. Operations and Works Committee.

From William P. Taylor, P.Eng.,

Dept. Engineering & Works Dept.

September 22, 1986.

OCT 1 1986

OPERATIONS

SUBJECT: All-way stops on Folkway Drive.

SOURCE: Councillor S.W. Mahoney, Ward 8.

COMMENTS: A request has been received through Councillor Mahoney's office, from a Mr. Gary J. Robertson, for the installation of an all-way stop at the intersection of Folkway Drive and the north leg of Sawmill Valley Drive. Mr. Robertson feels that vehicle speeds and volumes on Folkway Drive are such that a dangerous condition exists requiring all-way stop installation.

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Vehicle speeds on Folkway Drive, in the vicinity of the intersection, were recorded during the a.m. peak hour with an 85% ile of 47 km/hr in this 50 km/h zone. This result would be considered quite acceptable, and would not indicate a speeding problem or the necessity of Police enforcement.

.../2

21(a)

A review of the accident history indicates a total of 9 reported collisions in the general area since January 1979, or an average of just greater than one per year. There was no indication of any serious problem nor were there any collisions which would appear to be susceptible to correction by the installation of an all-way stop.

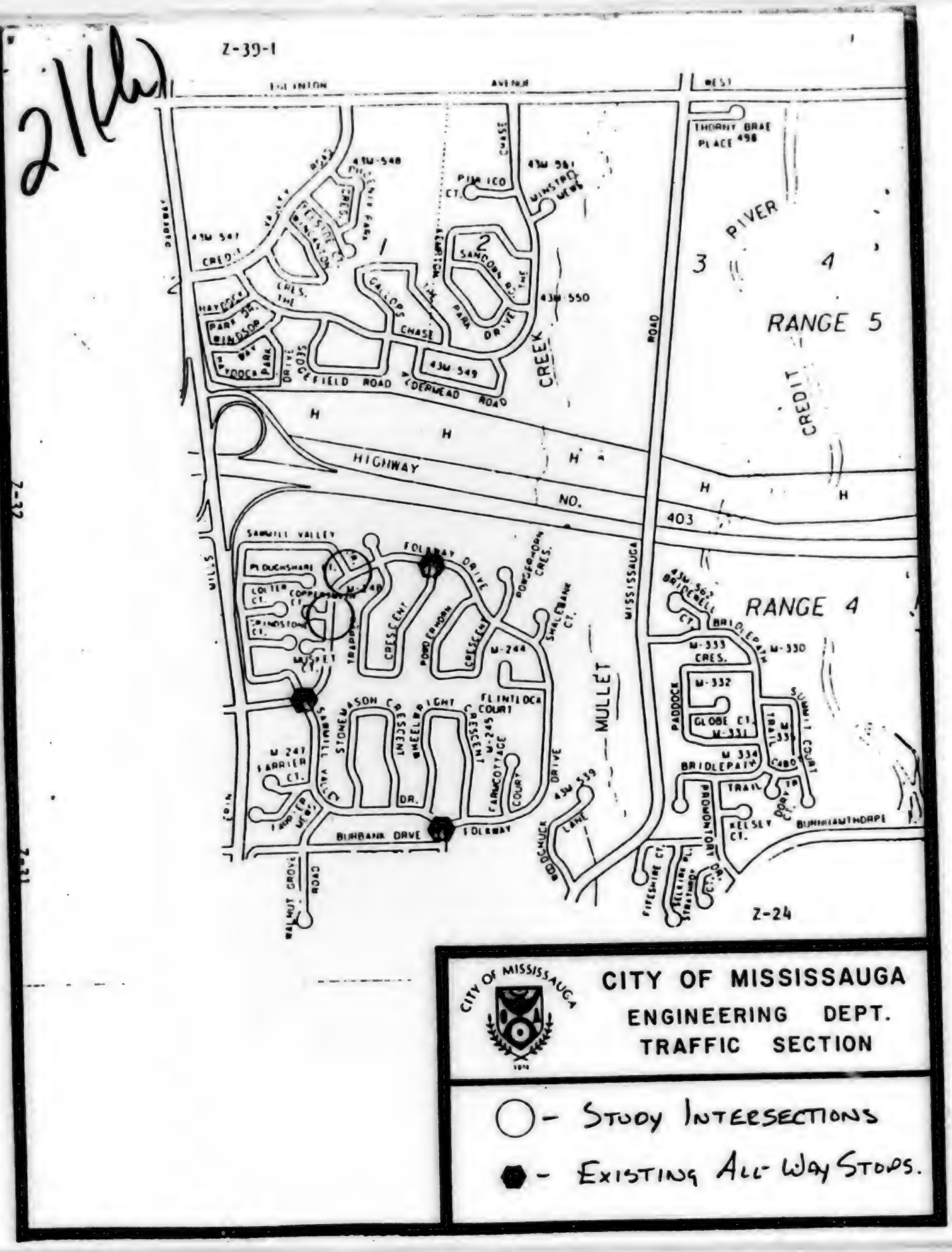
Since all-way stops are only generally effective traffic control measures at intersections with equal or similar volumes, and since the all-way stop warrants were not satisfied in terms of volume, delay, nor accidents at either of the intersections studied, we definitely cannot recommend all-way stop installation on this portion of Folkway Drive.

Further, it is apparent from studies in this and other municipalities that the installation of unwarranted all-way stops generally leads to abuse and non-compliance of the stop control, an increase in vehicle speeds approaching and leaving the stop control, and an overall decrease in the level of safety.

RECOMMENDATION: That an all-way stop not be installed on Folkway Drive at neither the north leg of Sawmill Valley Drive, nor Coppersmith Court.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

WPT/dab
0487E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LAKESHORE ROAD WEST
THORNY BRAE PLACE 498
RIVER
CREDIT
RANGE 5
RANGE 4
CREEK
MISSISSAUGA ROAD
MULLET
HIGHWAY NO. 403
GALLOPS CHASE
SANCOMA PLACE
DRIVE
FIELD ROAD
DERRYLEAD ROAD
SAMUEL VALLEY
FOLKWAY DRIVE
BURBANK DRIVE
FOLKWAY
FLINTLOCK COURT
FARMCOTTAGE COURT
WHEELRIGHT CRESCENT
STONEMASON CRESCENT
BRIDLEPATH
PADDOCK
GLOBE CT.
SUMMIT COURT
BURNHAMTHORPE
WALNUT GROVE ROAD
BARRIER CT.
BODKIN CT.
BRIDGEPATH
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CITY OF MISSISSAUGA
ENGINEERING DEPT.
TRAFFIC SECTION
○ - Study Intersections
● - Existing All-Way Stops.

MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00011

22

To Chairman and Members of
Dept. Operations and Works Committee.

From William P. Taylor, P.Eng.,
Dept. Engineering and Works Dept.

September 23, 1986.

OPERATIONS/WORKS OCT 1 1986

SUBJECT: Traffic conditions on Benedet Drive.

SOURCE: Councillor Mullin, Ward 2.

COMMENTS: Councillor Mullin has requested that this Department review the traffic conditions on Benedet Drive with respect to a petition from the residents. The residents have requested that the following action be taken with respect to traffic on Benedet Drive.

RECEIVED
REGISTRY No. 7709
DATE SEP 24 1986
FILE No. F.06.04.05
F.06.04.10
CLERK'S DEPARTMENT

1. Close Vey to vehicular traffic;
2. Install all-way stops at least at three intersections on Benedet Drive.
3. Reduce the speed limit to 40 km/h on Benedet Drive.

A second proposal was to close Benedet Drive at Winston Churchill Boulevard, however, the executive of the Benedet Woods Community Association has advised that there was little support for this proposal.

In the covering letter (copy attached) the residents association have indicated the following factors:

- Street is wide and straight encouraging speeding;
- Main traffic flow is through Una and Vey;
- Homes are placed very close to the street;
- Major safety hazard with a number of accidents;
- More accidents and hazardous driving when new subdivision opens west of Winston Churchill Boulevard.

We have reviewed the area in depth and have the following comments with respect to the residents concerns:

1. <u>All-way stops</u>

We have reviewed the intersections along Benedet Drive with traffic counts being conducted at the intersections of Una Road and Vey Road. Manual traffic counts were conducted with the following results:

.../2

22(a)

Benedet Drive and Una Road	-	Part 'A'	-	107%
	-	Part 'B'	-	160%
Benedet Drive and Vey Road	-	Part 'A'	-	119%
	-	Part 'B'	-	107%

Based on traffic volumes, the installation of all-way stops is warranted at these intersections. However, we must advise that our recommendation of these all-way stops is contingent upon the substantial trimming of trees in the boulevard. As in many areas of the City, the boulevard trees are now maturing and filling out. In order to provide a minimum sight distance for westbound traffic on Benedet Drive, the boulevard trees to the east of each intersection will have to be trimmed and/or removed. We have attempted to identify the houses affected, however, there may be some adjustments in the field. In some cases, the trimming is substantial and should be carried out by the Recreation and Parks Department to lessen the impact on the trees. The houses affected are 2395, 2391, 2601, 2595 and 2591 Benedet Drive.

In addition to the legal stop signs, advance signs and secondary stop (left hand side) signs will be installed, however, this will not lessen the need for the trimming of the trees to ensure visibility to the legal (right hand side) stop signs.

No other intersections on Benedet Drive Would satisfy the warrants for the installation of an all-way stop based on traffic volumes.

2. Closing of Vey Road

The issue of closing Una Road and Vey Road has been addressed on a number of occasions in the past and was the subject of many meetings. At the earlier meeting there were people for and against the removal of the barricades which were installed upon completion of the roads. When the Benedet Drive subdivision was developed, the developer was required to construct the road links to provide for better integration of the new subdivision with the area to the south (schools, recreation facilities and shopping areas) as well as to link the existing residential areas south of Benedet Drive.

The proposal to close Vey Road is an attempt by the residents to reduce the traffic on Benedet Drive between Vey Road and Winston Churchill Boulevard. Based on our studies, the closing of Vey Road would reduce the traffic on this section of Benedet Road by approximately 28% or 48 vehicles over a two hour period during the p.m. peak period (4:00 - 6:00 p.m.).

Vey Road is intended to link the two communities and to close the road would restrict access for both areas and cannot be supported. We have been contacted by one resident of Poplar Crescent, who expressed concern with respect to the closing of Vey Road.

.../3

22(b)

3. Lower Speed Limit

It has been the current practice of the City to restrict the use of 40 km/h speed zones to sections of roads with direct school frontage. The reason for this is that we have found that 40 km/h speed zones have been effective only when the driver perceives the need for the lower speed limit such as lower roadway geometrics or direct school frontages with the children going to/from school.

As an example, the speed limit on The Queensway, west of Mavis Road, was lowered from 60 km/h to 40 km/h and the 85th %ile dropped from between 69.5 - 72.7 to 64.8 to 61.7 km/h or a change in actual speed of 4.7 - 11 km/h. This we feel is not a significant decrease in vehicle speeds.

In view of the foregoing we do not recommend the lowering of the speed limit since, in our opinion, it would not be effective without significant and almost constant Police enforcement. Also, we would have a concern that the residents and children would have a false sense of security with respect to the speed of vehicles.

The residents made some other comments in their petition and we would like to make the following comments:

(a) Street is wide and straight encouraging speeding:

- Benedet Drive is posted at 50 km/h. Speed studies indicate 85th %iles between 62 km/h and 68.9 km/h. The 85th %ile is the speed at which 85% of the vehicles drive at or below. The results of our studies indicate a speeding problem and the Peel Regional Police have enforced the speed limit on a number of occasions.

(b) Homes are placed very close to the street:

- The setbacks on Benedet Drive are no less than any other similar street.

(c) Major safety hazard with a number of accidents:

- The accident records were reviewed for Benedet Drive between Winston Churchill Boulevard and South Sheridan Way and do not support this comment. As of the end of June 1986 there were no reported accidents and the previous accident experience was as follows:

1985	-	1
1984	-	5
1983	-	3
1982	-	2
1981	-	3
1980	-	2
1979	-	0

A review of the details of each accident did not reveal any pattern or serious problem particularly related to speed or parked vehicles.

.../4

22(c)

(d) More accidents and hazardous driving when the new subdivision opens west of Winston Churchill Boulevard:

- o We do not feel that the new subdivision west of Winston Churchill Boulevard will have a significant effect on traffic on Benedet Drive as there will be no direct linkage to Benedet Drive.

RECOMMENDATIONS:

1. That all-way stops be installed at the intersection of Benedet Drive and Una Road and Vey Road as the warrants are satisfied.

2. That Vey Road not be closed to vehicular traffic.

3. That the speed limit on Benedet Drive not be reduced to 40 km/h.

4. That a by-law be enacted to authorize the installation of all-way stops at Benedet Drive/Vey Road and Benedet Drive/Una Road.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

JWT/dab
0487E
Attach.

22(d)

CITY OF MISSISSAUGA
ENGINEERING DEPT.
TRAFFIC SECTION

● PROPOSED ALL-WAY STOPS

23

The Streetsville Historical Society

P.O. Box 598
Streetsville, Ont.

ENGINEERING & WORKS DEPARTMENT
RECEIVED FILE
SEP - 2 1986
By Hand
Route To | Initial | Date
cc Gwin - WPT
L. Marlee
OCT 1 1986
OPERATIONS/WORKS

August 29, 1986

Operations and Works Committee.
City of Mississauga,

re: Princess Street, Streetsville.

Dear sirs:

The executive of the Streetsville Historical Society have considered the proposals regarding the removal of duplication of the name "Princess Street" within the City of Mississauga. They understand that it has been suggested that the name be removed from the street within the old boundaries of Streetsville.

The executive are unanimous in feeling that such a change would be unnecessary, upsetting for too many people and unwarranted from a historical point of view, as outlined below:

Historical Prior Use : The name Princess Street is at least 130 years in regular and common use in Streetsville. The name is found on the plan of the village made by Bristow, Fitzgerald in 1856 and could have been in use before that plan was drawn.

Number of Persons affected: To change the address of a citizen creates problems of all kinds and should not be done unless the upset can be confined to as few as possible. There are 23 dwellings and/or apartments using a Princess Street number. It is suggested that any change desired should involve the fewest possible persons having to change their address.

Princess Mews : The name Princess Mews is an accurate one since this multi-housed development was created on lands at the back of the William Couse property in Princess Street where the old seed plant, railway coal sheds etc were, to which was added the backs of lots going down to the CPR allowance from frontage on Queen Street. Walking access and road access for fire equipment etc is maintained from Princess Street although the mail address is Unit -- Queen Street. To keep the Princess Mews name while altering the Princess Street name would just add more confusion.

RECEIVED
REGISTRY No 7115
DATE SEP 8 1986
FILE No F.02-07
CLERK'S DEPARTMENT

For these reasons, this Society feels very strongly that the name Princess STreet be retained as at present and as it has been for more than a century and a quarter.

William G. Tolton secretary

STREETSVILLE.

23(a)

August 31, 1986

RECEIVED
SEP 2 1986
COUNCILLORS

Mr. Ted Southorn
Councillor, Ward 9.
Mississauga.

OPERATIONS/WORKS OCT 1 1986

Re: Princess Street

Dear Mr. Southorn,

In May of this year questionnaires were sent to residents of Princess Street regarding a change of name due to the fact that there is a Princess Street in Malton. Ten replies were sent in, five in favour, five opposed.

There are three apartment buildings with 21 units and three single family homes in Streetsville.

The reason that five residents agreed to a change in name was due to the fact that we assumed that Princess Street, Malton, must be a large street, with a number of apartment buildings as well as a number of houses. In view of this, I decided to visit Princess Street, Malton, and to my surprise found that it is a very small street consisting of only six small houses on one side of the street only. A playground park takes up the other side of the street.

We in Streetsville felt that many more residents in Malton would be affected by having to change all of their addresses, bank accounts, insurance etc etc. In fact, just the opposite is true. Far many residents in Streetsville would be affected by a change in name.

I thought it would be interesting to see the Assessments of the two streets and I enclose copies herewith, which speak for themselves.

In addition to the above facts, I am sure that you know that Princess Street, Streetsville has been in existence for more than 130 years and is part of the historical village of Streetsville which we feel must be preserved.

The residents who sent in their approval for a change, would be quite willing to change their minds now that they know the facts as outlined above. I enclose questionaires from those who did not reply in May.

In addition to the assessment figures, I enclose a set of pictures which shows each building on Princess Street, Streetsville.

Yours sincerely,

Hugh Slaght

cc: The Mayor of Mississauga
cc: Commissioner W.P.Taylor, P.Eng.

15 Princess Street, Apt.No.1
Streetsville, Ontario
Canada L5M 1Z8

23(w)1

City of Mississauga

MEMORANDUM

FILE: 11 141 00045
12 111 00014

To: Chairman and Members of Operations and Works Committee
Dept:

From: William P. Taylor, P.Eng.
Dept: Engineering and Works

REGISTERED 5037
DATE JUL 18 1986

AUG 11 1986
OPERATIONS/WORKS

July 11, 1986

FILE NO F-02-07

CLERK'S DEPARTMENT

SUBJECT: Duplication of Street Names. Princess Street (Malton), Princess Street (Streetsville).

SOURCE: Engineering and Works.

COMMENTS: Since the residents of Princess Street in Malton objected strongly to having their street name changed, Councillor Southorn approached the residents of Princess Street in Streetsville to determine their reaction to renaming this street.

In May 1986, 25 questionnaires with a return mail form were sent to the residents. Ten replies were received with five in favour of a change and five opposed. Councillor Southorn suggested Princess Lane be submitted to the Street Names Committee as a possible name change for Princess Street in Streetsville.

Princess Lane, as a change to Princess Street, was considered by the Region of Peel Street Names Committee at their meeting of July 9, 1986. The Committee felt this name change would not help the present confusion between the two Princess Streets.

RECOMMENDATION: That the two Princess Streets not be renamed until a distincly different name can be agreed upon for one of these streets.

for William P. Taylor, P.Eng.
Commissioner
Engineering and Works

cc: Councillor T. Southorn
Councillor F. McKechnie

attachs.

DR/jc
0491E/29

23(b)1

City of Mississauga

MEMORANDUM

FILE: 11 141 00045
12 111 00014

To: Chairman and Members of Operations and Works Committee

From: William P. Taylor, P.Eng., Engineering and Works

Dept

REGISTRY NO 5037

JUL 18 1986

AUG 11 1986

July 11, 1986

OPERATIONS/WORKS

FILE NO F-02-07

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for William P. Taylor, P.Eng.
Commissioner
Engineering and Works

cc: Councillor T. Southorn
Councillor F. McKechnie

attachs.

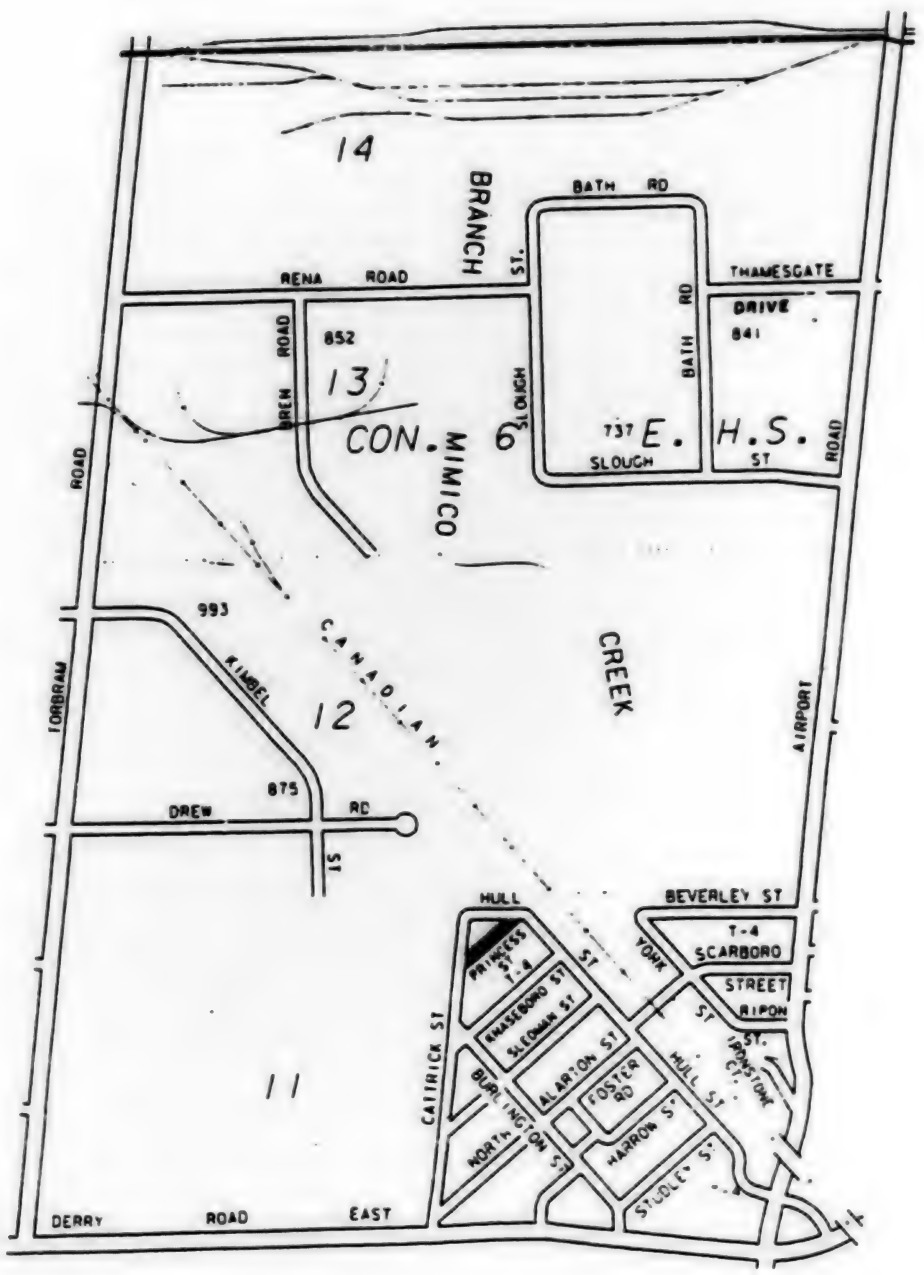
DR/jc
0491E/29

23(c)

BRITANNIA ROAD WEST
363
43M-458
BELCARO WAY
PAGOSA CT.
HARGOOD CT.
SHANDWICK PL.
43M-445
HARGOOD PL.
RAYSHAW CRES.
BEEJAY CT.
THURDORF DR.
542
415
PIONEER RD.
592
BROOMSTICK DRIVE
346
SIR
SIBERRY RD.
ONTARIO ROAD
ONTARIO ST.
WILLIAM ST.
HENRY ST.
M-371
486
RUTLEDGE
CAROLINE ST.
STR-4
529
ISHERWOOD CT.
DRIVE ANDREA CT.
MARZIPAN CT.
DONATA DR.
JOYCELYN DR. 530
916
HONIAM BLVD.
621
JOYMAR
BELLVUE ST.
STR-1
CRIMMIE STREET
QUEEN STREET
TANNERY
PEARL ST.
STR-1
BROADWAY ST.
LEMBY DR.
GAINEY DR.
MERRYDREW CT.
VISTA DRIVE
VISTA BLVD.
DE JONG DR.
BAREHAM DR.
SORA DR.
PHONSE CRES.
ROY DR.
556
DRIVE
PARKWAY
TURNEY
MALDAVER AVE.
591 TURNEY
DRIVE 556
THOMAS
STREET
HAMMOND RD.
891
477
MORGON AVE.
HOPEDALE CT.
M-68
MULLET
DR.
402
CIRCLE
SONNET CT.
HILLSIDE DR.
BRELWIN LANE
VICTORIA ST.
BARRY AVE
PRINCESS ST.
OLD STATION ROAD
MILLS
ERIN
ROAD STR-4
MISSISSAUGA
EGLINTON AVENUE WEST
Z-31
Z-39-E
Z-38-W
4-38-W

23(a)

CITY OF BRAMPTON



Z-49-W

Z-41-E

Z-49-E

MEMORANDUM

File: 11 141 00045
12 111 00014

24

RECEIVED
REGISTRY No. 7659
DATE SEP 23 1986
REF No. F.0207
CLERK'S DEPARTMENT

To Chairman and Members of
Dept. Operations and Works Committee.

From William P. Taylor, P.Eng.,
Dept. Engineering and Works Dept.

September 17, 1986

OCT 1 1986
OPERATIONS/WORKS

SUBJECT: Street Name Change
Stavebank Road from Premium Way to Queensway West
to Old Stavebank Trail

SOURCE: Engineering and Works

COMMENTS: Councillor D. Culham requested the name "Old Stavebank Trail" as a possible street name change for Stavebank Road between Premium Way and Queensway West be proposed to the Region Street Names Committee.

Old Stavebank Trail was submitted to the Region of Peel Street Names Committee at their meeting on September 3, 1986 and the name was approved.

The Fire Department and ambulance Service representatives noted that their new computer dispatch programmes listed the addresses on discontinuous sections of roads such as Stavebank Road, and that for emergency services this street name change would not be necessary.

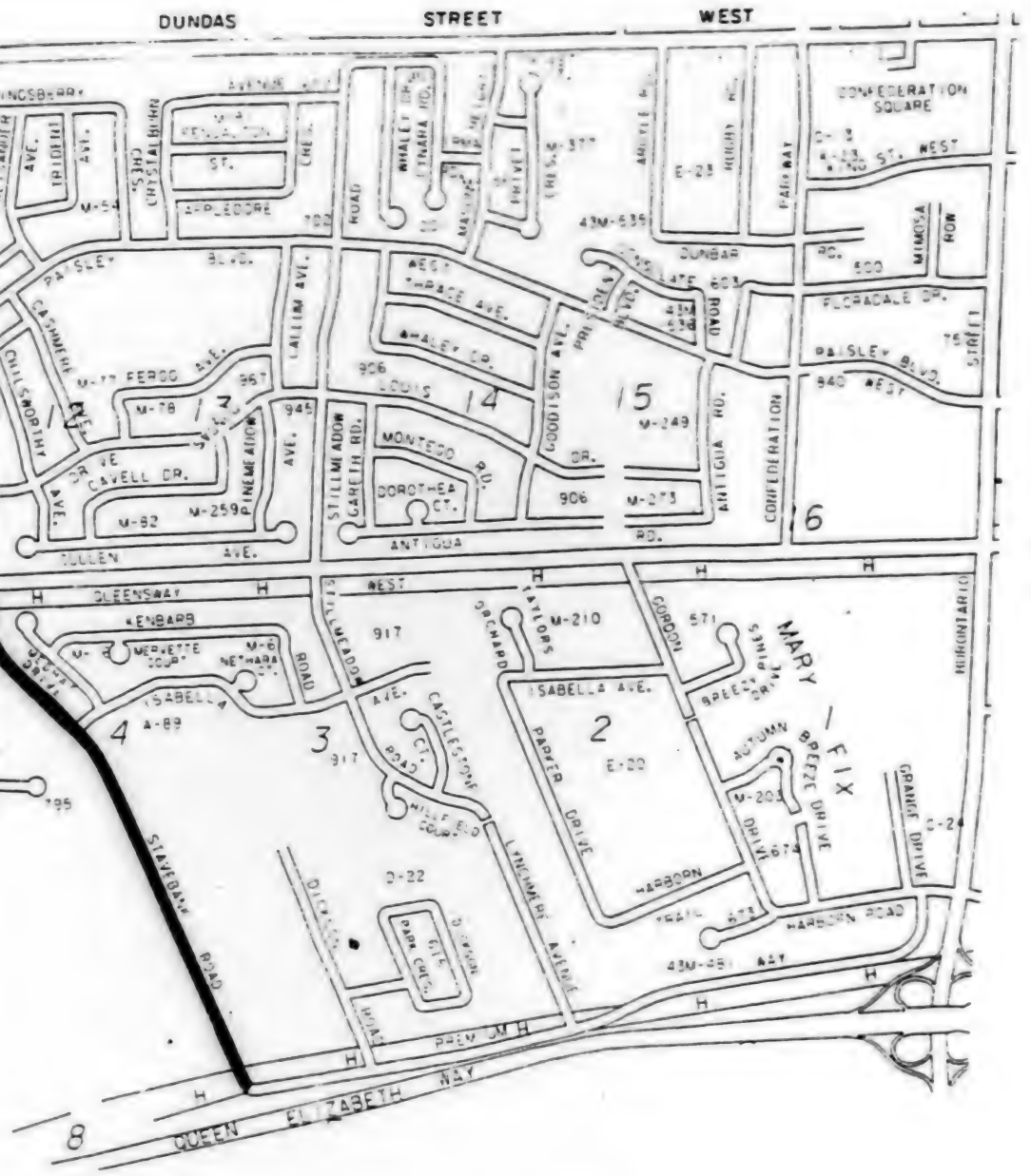
RECOMMENDATION: That "Old Stavebank Trail" be approved as a possible name change for Stavebank Road between Premium Way and Queensway West and this be taken to the Community for their input.

William P.Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

DWR/dm
0491E
cc: Councillor D.J. Culham

FORM 145

24(a)



Z-14

Z-8

Z-15

MEMORANDUM

File: 11 141 00045
12 111 00014

25

To Chairman and Members of
Dept. Operations and Works Committee.

From William P. Taylor, P.Eng.,
Dept. Engineering and Works Dept.

September 22, 1986

OPERATIONS/WORKS OCT 1 1986

SUBJECT: Street Name Change
Queensway West to Old Queensway Lane

SOURCE: Engineering and Works

COMMENTS: Councillor David Culham has requested that Queensway West from Mavis Road to Glengarry Road be renamed either Old Queensway Lane or Old Glen Sharron Way.

RECEIVED
DELIVERY No. 7748
DATE SEP25 1986
FILE No. F.02.07

The proposal was reviewed by the Region of Peel Street Names Committee on September 3, 1986.

Old Queensway Lane was approved as a distinct street name. However, the committee felt that it was not advisable to rename Queensway West, west of Mavis Road. There is no break in the Queensway road pattern at Mavis Road and the committee felt that a change of name of the street at Mavis Road would cause confusion to emergency dispatchers and vehicle drivers.

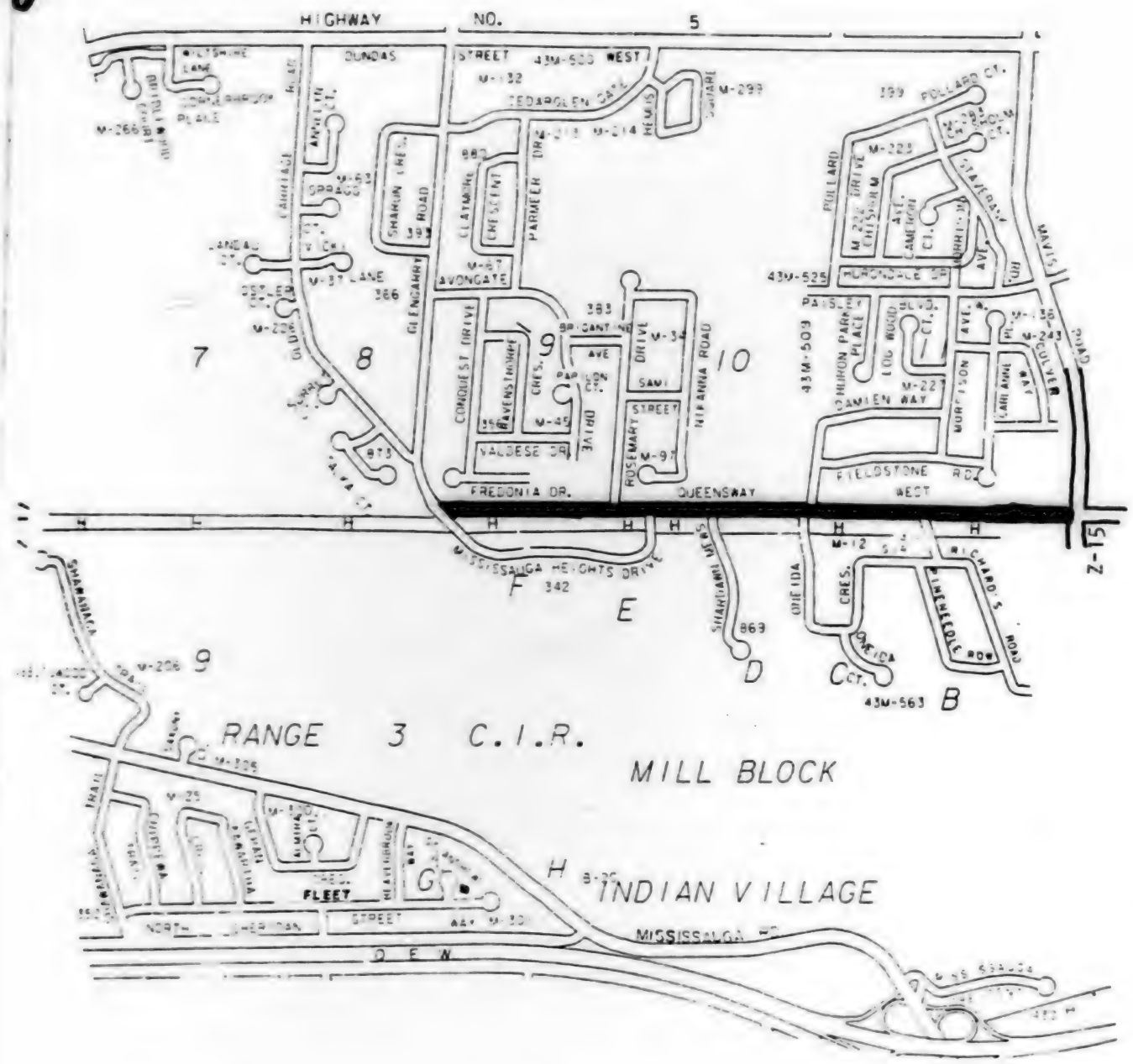
RECOMMENDATION: That Queensway West between Mavis Road and Glengarry Road not be renamed at this time.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

DWR/dm
0491E
cc: Councillor D.J. Culham

FORM 145

25(a)


HIGHWAY NO. 5
DUNDAS STREET
43M-500 WEST
M-132
CEDARGLEN GATE
M-299
M-214
M-213
M-266
WILTSHIRE LANE
DUNDAS PLACE
ANNELIN CT.
SPRUCE
SHARON CRES.
39 ROAD
CLAYMORE CRESCENT
PARMEER DRIVE
M-67
AVONGATE
GLENGARRY
CONQUEST DRIVE
RAVENSWORTH CRES.
M-45
VALDESE DR.
FREDONIA DR.
383
BRIGANTINE AVE
PARLIAMENT DRIVE
M-34
SAVI STREET
M-97
NIPANNA ROAD
366
M-37 LANE
M-226
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M-243
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43M-525
43M-509
43M-563
399 POLLARD CT.
POLLARD CRESCENT
POLLARD DRIVE
M-228
CAMERON CT.
HORNICK AVE.
FOX
MARVIS
HURONDALE CR.
PARISIEN PLACE
LOU ROOD BLVD.
CT.
DAMIEN WAY
MORRISON AVE.
LARI ANNE AVE.
PLEASANT VIEW
CULVER
FIELDSTONE RD.
WEST
QUEENSWAY
MISSISSAUGA HEIGHTS DRIVE
342
SHAMROCK MEWS
869
ONEIDA CRES.
ONEIDA CCT.
RICHARD'S ROAD
PINEWOOD RD.
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SHAMROCK
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MEMORANDUM

File: 11 141 00045
12 111 00014

26

To Chairman and Members of — From William P. Taylor, P.Eng.,

Dept. Operations and Works Committee. — Dept. Engineering and Works Dept.

September 22, 1986

OPERATIONS/WORKS OCT 1 1986

SUBJECT: Proposed Street Names
(Mrs. Stanley Harkness for Subdivision 21T-81040M)

SOURCE: Engineering and Works

COMMENTS: Mrs. Stanley Harkness has submitted the following proposed street names for use in Subdivision 21T-81040M:

David Street
Harkness
James
Lansbrough
William

RECEIVED
REGISTRY No. 7749
DATE SEP 25 1986
FILE No. T-81040
F.02.07

The submission was reviewed by the Region of Peel Street Names Committee on September 3, 1986 and none of the names were approved. David, Harkness, James, and William are duplications of existing streets. Lansbrough was rejected because the committee felt it would be confusing to emergency dispatchers.

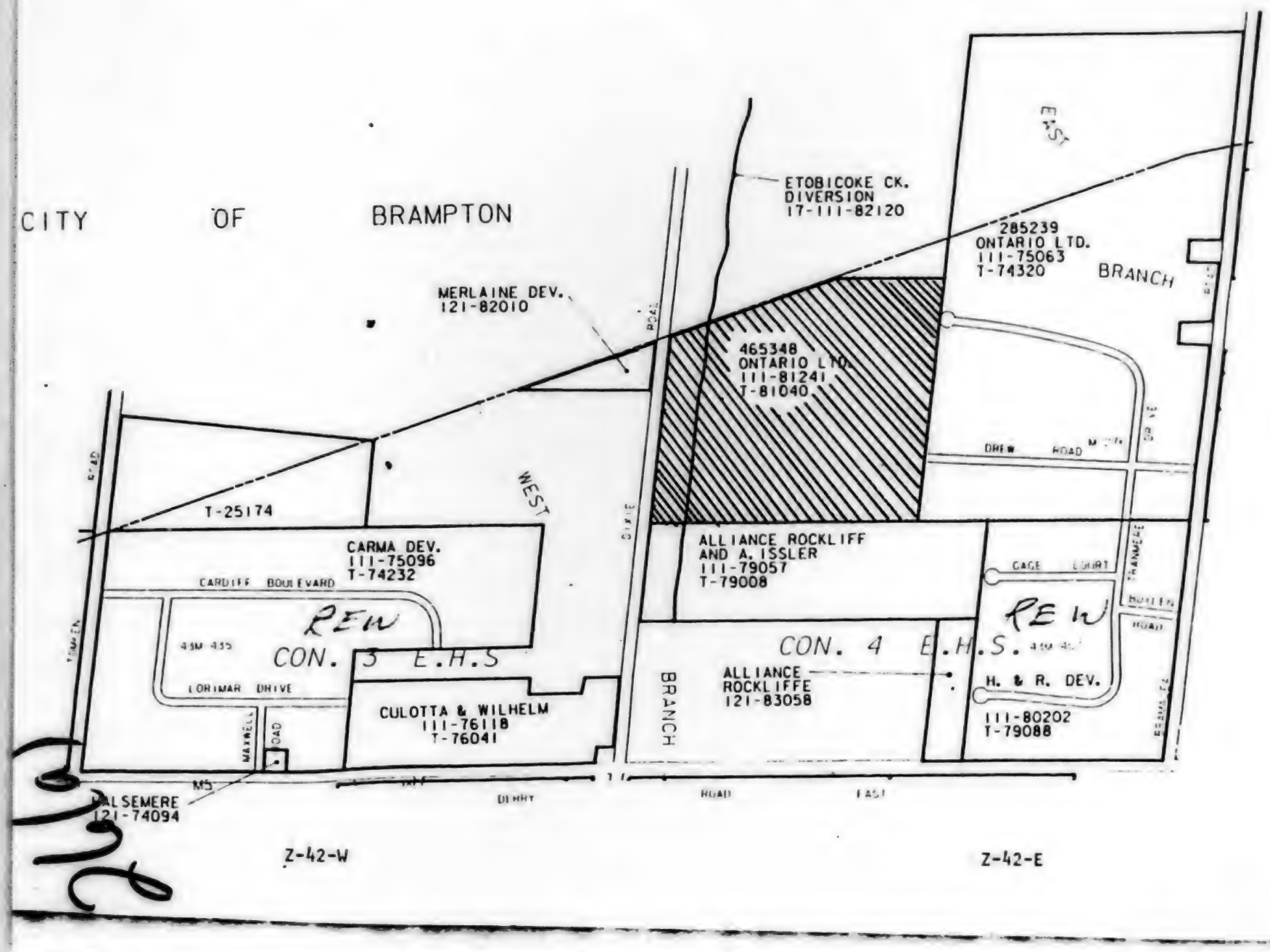
RECOMMENDATION: That Mrs. Stanley Harkness be advised that the names she submitted for use in Subdivision 21T-81040M have not been approved.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

DMR/dm
0491E
cc: Councillor P. McKechnie

FORM 145

CITY OF BRAMPTON



City of Mississauga

MEMORANDUM

File: 11 141 00045
12 111 00014

27

To Chairman and Members of
Dept. Operations and Works Committee.

From William P. Taylor, P.Eng.,
Dept. Engineering and Works Dept.

September 8, 1986

OCT 1 1986
OPERATIONS/WORKS

SUBJECT: Proposed Street Names for Mississauga Reserve List

SOURCE: Engineering and Works

COMMENTS: Mayor H. McCallion forwarded the following list of names from Mrs. Pinkney of 2410 Doulton Drive to be placed on the City of Mississauga Reserve Street Names List:

RECEIVED
REGISTRY No. 7347
DATE SEP 11 1986
FILE No. F.02.07
CLERK'S DEPARTMENT

- Adams
- Allison
- Chrisholm
- Cooke
- Dunn
- Fenwick
- Harris
- Jackson
- Madden
- Morris
- Pinkney
- Robinette
- Romain
- Rutledge
- Silverthorne
- Waterhouse

The submission was reviewed by the Region of Peel Street Names Committee on September 3, 1986 and the following names were approved:

- Fenwick
- Robinette
- Waterhouse

The other names are presently being used as street names within the Region of Peel.

Continued. . . . . .

FORM 145

27(a)

RECOMMENDATION: That the following names be added to the City of Mississauga Reserve Street Names List:

Fenwick
Robinette
Waterhouse

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

DWR/dm
0491E
cc: Mayor H. McCallion

City of Mississauga

MEMORANDUM

RECEIVED
REGISTRY No. 7351
DATE SEP 11 1986
FILE No. T-84009
T-84012
E.02.07
CLERK'S DEPARTMENT

File: 11 141 00045
11 161 00011
13 211 000

28

To Chairman and Members of
Dept. Operations and Works Committee

From William P. Taylor, P.Eng.,
Dept. Engineering and Works Dept.

September 8, 1986

OCT 1 1986
OPERATIONS/WORKS

SUBJECT: Proposed Street Names
Anton Kikas Limited for Subdivisions 21T-84009M and 21T-84012M

SOURCE: Engineering and Works

COMMENTS: Anton Kikas Limited have submitted the following proposed street names for Subdivisions 21T-84009M and 21T-84012M:

Astrella
Aquarius
Aspen
Banff
Caribbean
Cherrywood
Concord
Fitzgerald

The submission was reviewed by the Region of Peel Street Names Committee on September 9, 1986 and the following names were approved:

Astrella
Aquarius
Banff
Cherrywood
Fitzgerald

The other names have previously been assigned to other streets.

Continued. . . . . .

28(a)

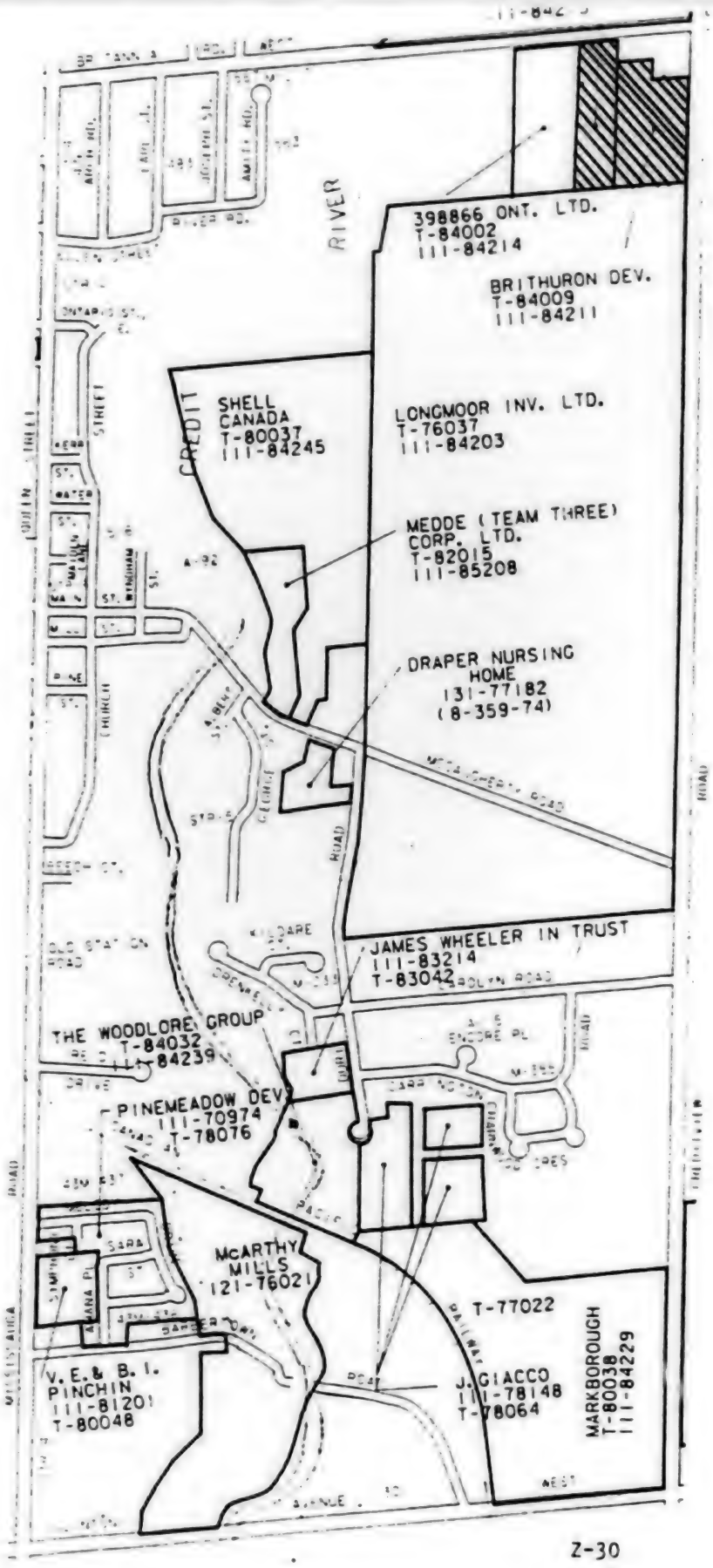
RECOMMENDATION: That Anton Kikas Limited be advised that the following names have been approved for street names in Subdivisions 21T-84009M and 21T-84012M:

Astrella
Aquarius
Banff
Cherrywood
Fitzgerald

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

DWR/dm
0491E
cc: Councillor T. Southorn

28(h)


RIVER
CREDIT
398866 ONT. LTD.
T-84002
111-84214
BRITHURON DEV.
T-84009
111-84211
SHELL
CANADA
T-80037
111-84245
LONGMOOR INV. LTD.
T-76037
111-84203
MEDDE (TEAM THREE)
CORP. LTD.
T-82015
111-85208
DRAPER NURSING
HOME
131-77182
(8-359-74)
JAMES WHEELER IN TRUST
111-83214
T-83042
THE WOODLORE GROUP
T-84032
111-84239
PINEMEADOW DEV.
111-70974
T-78076
McARTHY
MILLS
121-76021
T-77022
V.E.& B.I.
PINCHIN
111-81201
T-80048
J. GIACCO
111-78148
T-78064
MARKBOROUGH
T-80038
111-84229
Z-39-E
Z-38-E
Z-31
Z-30
Z-38-W

29

City of Mississauga

MEMORANDUM

File: 11 141 00045
12 111 00014

To Chairman and Members of — From William P. Taylor, P.Eng.,

Dept. Operations and Works Committee. — Dept. Engineering and Works Dept.

September 8, 1986

OPERATIONS/WORKS OCT 1 1986

SUBJECT: Proposed Street Names
First City Developments for Subdivision 21T-86048M

SOURCE: Engineering and Works

COMMENTS: First City Developments have submitted the following proposed street names for their Subdivision 21T-86048M:

RECEIVED
REGISTRY NO. 7348
DATE SEP 11 1986
FILE NO. T-86048
F.02.07
CLERK'S DEPARTMENT

Blackbird
Bluebird
Curlew
Goldfinch
Hummingbird
Kestrel
Kingbird
Mallard
Meadowlark
Oriole
Phoebe
Plover
Purple Finch
Redpoll
Redwing
Sandpiper
Swallow
Tanger
Wood Duck
Songsparrow
Kingfisher

The submission was reviewed by the Region of Peel Street Names Committee on September 3, 1986 and the following names were approved:

Curlew
Meadowlark
Purple Finch
Redpoll
Redwing
Songsparrow

The remainder of the names were duplications of existing streets, or confusion could result in their spelling.

Continued. . . . .

FORM 145

24(a)

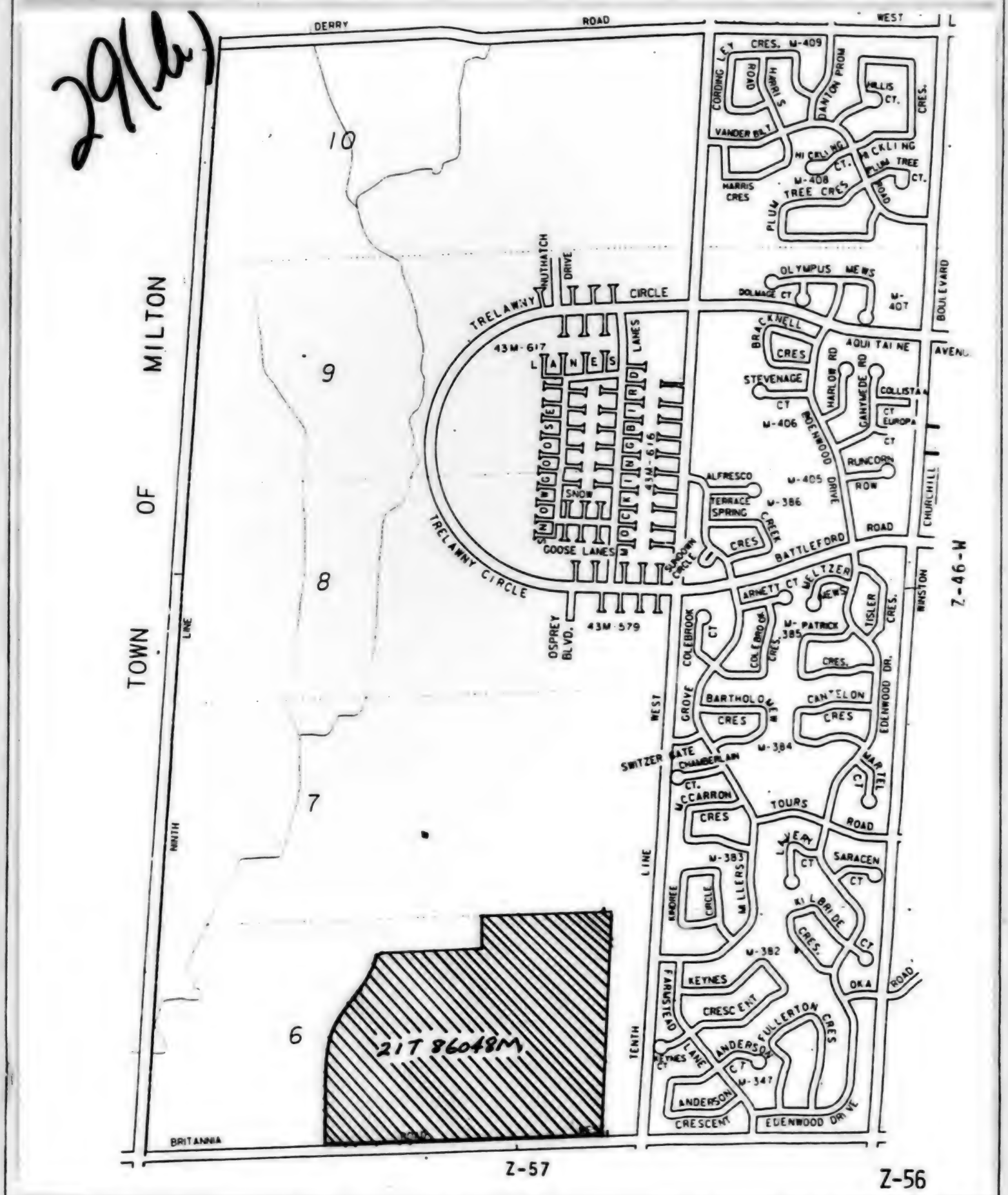
RECOMMENDATION: That First City Developments be advised that the following names have been approved as street names in Subdivision 21T-86048M:

Curlew
Meadowlark
Purple Finch
Redpoll
Redwing
Songsparrow

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

DWR/dm
0491E
cc: Councillor T. Southorn

29(4)


DERRY ROAD
WEST
TOWN OF MILTON
10
9
8
7
6
NINTH LINE
TENTH LINE
CORDING LEY CRES. M-409
ROAD
SHIRLEY
DANTON PROM
VILLIS CT.
CRES.
VANDER BILT
HICKLING CT.
HICKLING PLUM TREE CT.
HARRIS CRES
M-408
TREE CRES
PLUM ROAD
OLYMPUS MEWS
DOLMAGE CT
M-407
BOULEVARD
TRELAWNY CIRCLE
NUTHATCH DRIVE
43M-617
LANES
JOSEPH
JACKSON
43M-616
BRACKNELL CRES
AQUITAINE AVENUE
STEVENAGE CT
M-406
HARLOW RD
GANYMEDE RD
COLLISTA CT
EUROPA CT
RUNCORN ROW
ROAD
ALFRESCO
TERRACE SPRING
M-405
M-386
CREEK
CRES
BATTLEFORD
CHURCHILL
SNOW
GOOSE LANES
SUNDOWN CIRCLE
TRELAWNY CIRCLE
ARNETT CT
MELTZER
CRES.
WINSTON
OSPREY BLVD.
43M-579
COLEBROOK CT
COLEBROOK CRES.
M. PATRICK
385
TISLER
CRES.
GROVE
BARTHOLOMEW
CRES
CANTELON
CRES
EDENWOOD DR.
SWITZER GATE
CHAMBERLAIN
M-384
MARTELL CT
MCCARRON CT.
CRES
TOURS
ROAD
LAVERY CT
SARACEN CT
M-383
MILLERS CIRCLE
KILBRIDE CRES.
CT
M-382
KEYNES CRESCENT
FARNSTEAD
KEYNES LANE CT
ANDERSON CRESCENT
FULLERTON CRES
ANDERSON CT
M-347
OKA ROAD
EDENWOOD DRIVE
21T 86048M
BRITANNIA ROAD
Z-57
Z-56
Z-46-W

CITY OF MISSISSAUGA INCORPORATED 1974

City of Mississauga

MEMORANDUM

File: 11 141 00045
12 111 00014

30

RECEIVED
REGISTRY No. 2350
DATE SEP 11 1986
FILE NO F.02.07
CLERK'S DEPARTMENT

To Chairman and Members of
Dept. Operations and Works Committee.

From William P. Taylor, P.Eng.,
Dept. Engineering and Works Dept.

September 8, 1986

OPERATIONS/WORKS OCT 1 1986

SUBJECT: Proposed Street Names: N.O.R.R. Group Associates
for Private Road, extension of Orlando Drive
West of Airport Road (Private M.O.T. Road)

SOURCE: Engineering and Works

COMMENTS: N.O.R.R. Group Associates have proposed the name Silver Dart Drive for the name of a street in the new Cargo Area (Area 5) of the Lester B. Pearson International Airport.

The submission was reviewed by the Region of Peel Street Names Committee on September 3, 1986 and approved.

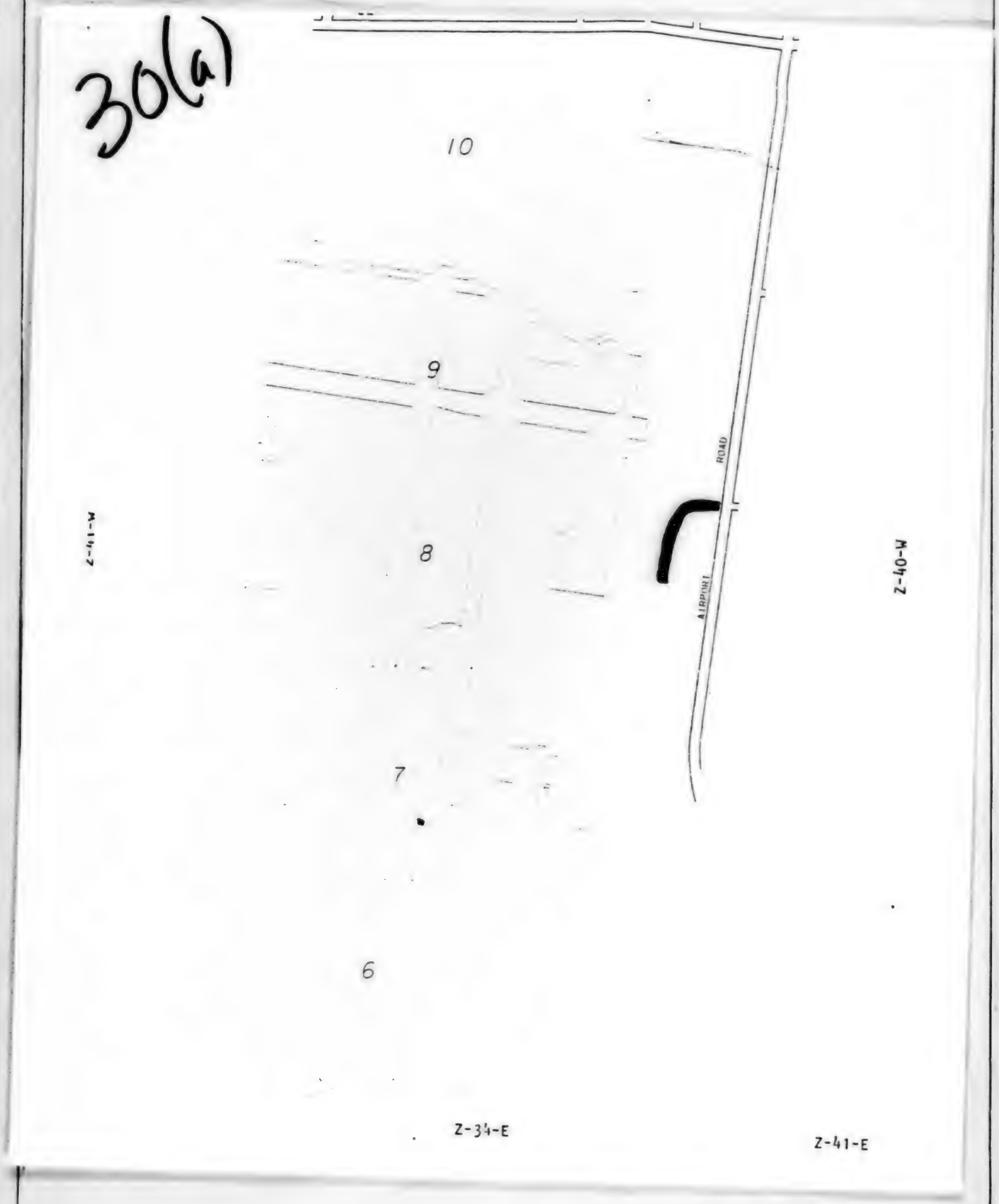
RECOMMENDATION: That N.O.R.R. Group Associates be advised that Silver Dart Drive has been approved as the name for the private street in the new Cargo Area (Area 5) of the Lester B. Pearson International Airport.

William P. Taylor,
Commissioner,
Engineering and Works Department.

DWR/dm
0491E
cc: Councillor F. McKechnie

FORM 145

30(a)



City of Mississauga

MEMORANDUM

File: 11 141 00045
12 111 00014

31

RECEIVED
REGISTRY No. 7349
DATE SEP 11 1986
FILE No. F84026
F.02.07
CLERK'S DEPARTMENT

To Chairman and Members of
Dept. Operations and Works Committee.

From William P. Taylor, P.Eng.,
Dept. Engineering and Works Dept.

September 8, 1986

OPERATIONS/WORKS OCT 1 1986

SUBJECT: Proposed Street Name
Everlast Construction for Subdivision 21T-84026M

SOURCE: Engineering and Works

COMMENTS: Everlast Construction has submitted the name Swerdon Drive as a proposed street name for Subdivision 21T-84026M.

This submission was reviewed by the Region of Peel Street Names Committee on September 3, 1986 and approved.

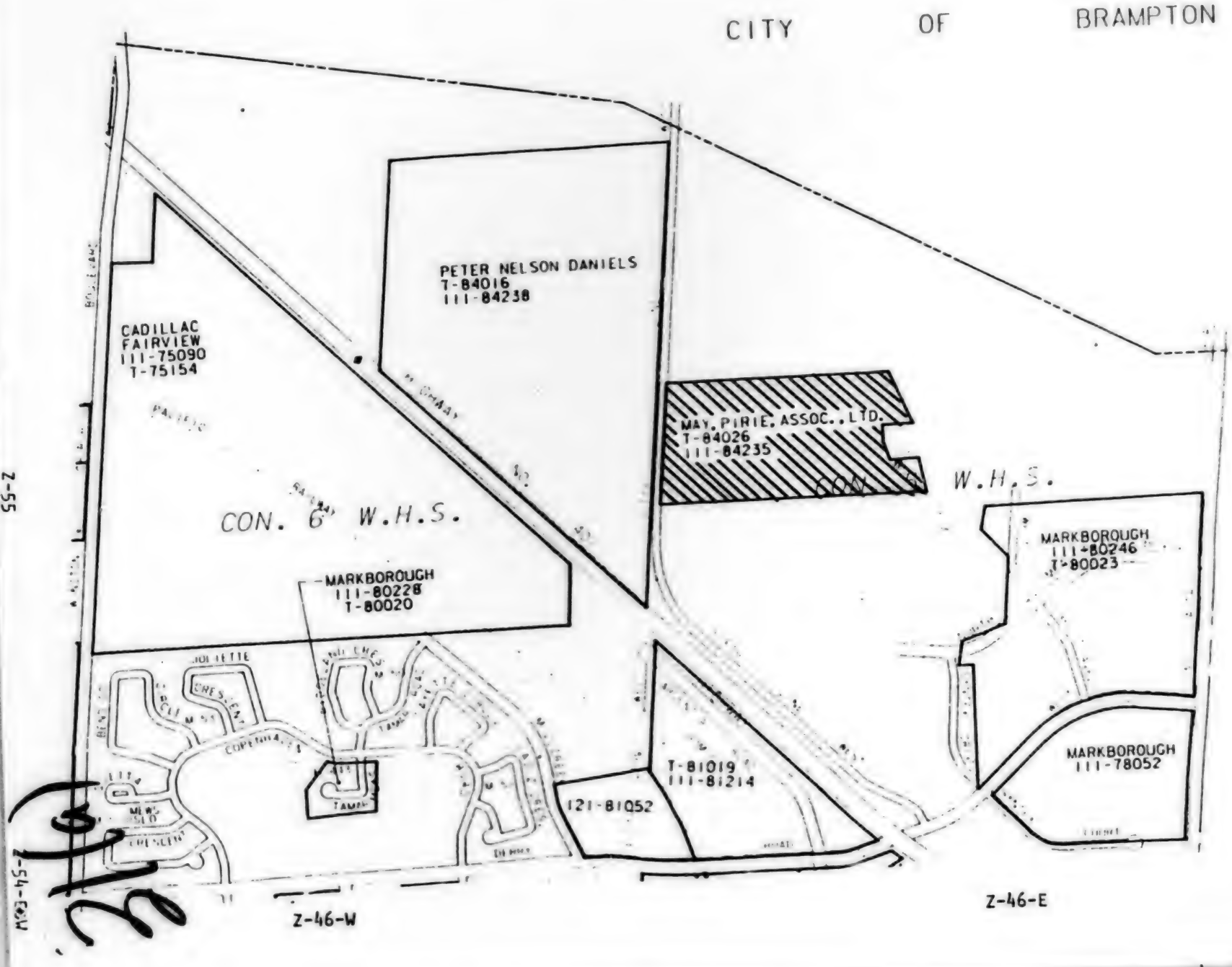
RECOMMENDATION: The Everlast Construction be advised that Swerdon Drive has been approved for use as a street name in Subdivision 21T-84026M.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Worsk Department.

DWR/dm
0491E
cc: Councillor T. Southorn

FORM 145

CITY OF BRAMPTON



32

City of Mississauga

MEMORANDUM

RECEIVED
REGISTRY No. 7296 Dept.
DATE SEP 9 1986
FILE No. L.07.01.02
CLERK'S DEPARTMENT

To Operation and Works Committee
Dept.

From A.E. McDonald, P. Eng.
Acting Commissioner
Building

OPERATIONS/WORKS OCT 1 1986

September 5, 1986

SUBJECT: Appointment of Officers for The Game and Fish Act

ORIGIN: Building Department

COMMENTS: The City of Mississauga, Act 1980 enables City Council to pass by-laws appointing officers for the purpose of enforcing Section 29a of The Game and Fish Act. Section 29a of The Game and Fish Act deals with leg hold traps.

Due to staff changes in the Building Department, it is appropriate to appoint the following staff as officers to enforce Section 29a of The Game and Fish Act.

Leonard L. Addison
Duilo Rose
Brad Parliment

RECOMMENDATION: That the attached by-law to appoint Mr. Leonard L. Addison, Mr. Duilo Rose and Mr. Brad Parliment, as officers for enforcing Section 29a of The Game and Fish Act, be approved.

A.E. McDonald, P.Eng.
Acting Commissioner
Building Department

GRB/dmg

Attach.

BUILDING DEPARTMENT
BUILDING DEPT FILE:
DATE RECD SEP 5 1986

Route To:	Rec'd By:	Date

FORM 145

3.2

City of Mississauga

MEMORANDUM

To Administration and Finance

Dept.

From A. McDonald, Acting Commissioner

Dept. Building, Zoning and Licensing

RECEIVED
REGISTRY No 7463
DATE SEP 15 1986
FILE No A.02.03.03-07
CLERK'S DEPARTMENT

OCT 1 1986

OPERATIONS/WORKS

September 8,1986.

SUBJECT: Application under the Termite Control By-law 741-81.

ORIGIN: Staff

COMMENTS: An application has been received from a homeowner for assistance under the Termite Control By-law 741-81 to deal with an infestation of carpenter ants.

The cost of the treatment has been estimated at $350.00 and the City's share under the By-law would be half of this amount.

The application has been reviewed by staff for compliance with the requirements of By-law 741-81 and we recommend that it be approved.

RECOMMENDATIONS:

1. That the application for a grant under the Termite Control By-law 741-81 made by the homeowner whose name appears on the attached sheet to the report dated September 8,1986 from the Acting Commissioner of Building, be approved.

2. That the Acting Commissioner of Building be authorized to make payment under the terms of By-law 741-81 upon satisfactory completion of the work.

A. McDonald, P. Eng.
Acting Commissioner,
Building, Zoning and Licensing.

Attached
BES/vh

CC: D. Lychak

FORM 456

City of Mississauga

MEMORANDUM

34

To Administration and Finance Committee

From A. McDonald, Acting Commissioner

Dept.

Dept. Building, Zoning and Licensing

RECEIVED
REGISTRY No. 7464
DATE SEP 15 1986
FILE No. A.02.03.03.07
CLERK'S DEPARTMENT

OPERATIONS/WORKS OCT 1 1986

September 9,1986.

SUBJECT: Application under the Termite Control By-law 741-81.

ORIGIN: Staff

COMMENTS: An application has been received from a homeowner for assistance under the Termite Control By-law 741-81 to deal with an infestation of carpenter ants.

The cost of the treatment has been estimated at $375.00 and the City's share under the By-law would be half of this amount.

The application has been reviewed by staff for compliance with the requirements of By-law 741-81 and we recommend that it be approved.

RECOMMENDATIONS:

1. That the application for a grant under the Termite Control By-law 741-81 made by the homeowner whose name appears on the attached sheet to the report dated September 9,1986 from the Acting Commissioner of Building, be approved.

2. That the Acting Commissioner of Building be authorized to make payment under the terms of By-law 741-81 upon satisfactory completion of the work.

A. McDonald.

A. McDonald, P. Eng.,
Acting Commissioner,
Building, Zoning and Licensing.

Attached
BES/vh
CC: D. Lychak

FORM 456

City of Mississauga

MEMORANDUM

35

To CHAIRMAN AND MEMBERS OF
Dept. OPERATIONS AND WORKS COMMITTEE

From L. W. STEWART, Q.C.
Dept. CITY SOLICITOR

RECEIVED
REGISTRY No. 7222
DATE SEP 5 1986
FILE No. B07.86119
CLERK'S DEPARTMENT

September 4, 1986

OPERATIONS/WORKS OCT 1 1986

SUBJECT: Land Division Applications "B" 119/86-M to and including "B" 126/86-M and the City of Mississauga sale to Marpal Properties Limited of parts of Lots 11 and 12 Range 1, South of Dundas Street and part of Lot 12 Range 2, South of Dundas Street and part of Stavebank Road, between Morrison Avenue and Paisley Boulevard.

ORIGIN: The aforesaid Land Division Committee Applications and the Agreement of Purchase and Sale.

COMMENTS: The Corporation of the City of Mississauga has entered into an Agreement of Purchase and Sale dated January 27, 1986, authorized by By-law No. 101-86, for the conveyance of lands to Marpal Properties Limited. The transaction has not yet been completed. In the meantime, Marpal Properties Limited has made application to the Land Division Committee for consent to convey those lands so as to subdivide the lands into various lots, under the above mentioned application numbers.

The Land Division Committee has approved the applications upon certain conditions, including the provision of easements for utilities and municipal services, where required. Certain easements have been identified as necessary over lands which are to be conveyed to Marpal Properties Limited but which are presently owned by The Corporation of the City of Mississauga. Marpal Properties Limited has agreed that the easements may be conveyed directly from The Corporation of the City of Mississauga prior to the conveyance of the lands to Marpal Properties Limited. This will also have the benefit of avoiding Planning Act difficulties.

.../2.

35(a)

Easements have been prepared in favour of The Regional Municipality of Peel, Mississauga Hydro-Electric Commission, The Consumers' Gas Company Ltd. and Rogers Cable TV Limited which are acceptable for execution by The Corporation of the City of Mississauga.

RECOMMENDATION: That a by-law be enacted authorizing the execution by The Corporation of the City of Mississauga of the following documents over part of Stavebank Road as described herein:

1. An Easement in favour of The Regional Municipality of Peel for sanitary sewer and watermain purposes.

2. An Easement in favour of Mississauga Hydro-Electric Commission for underground electrical power lines.

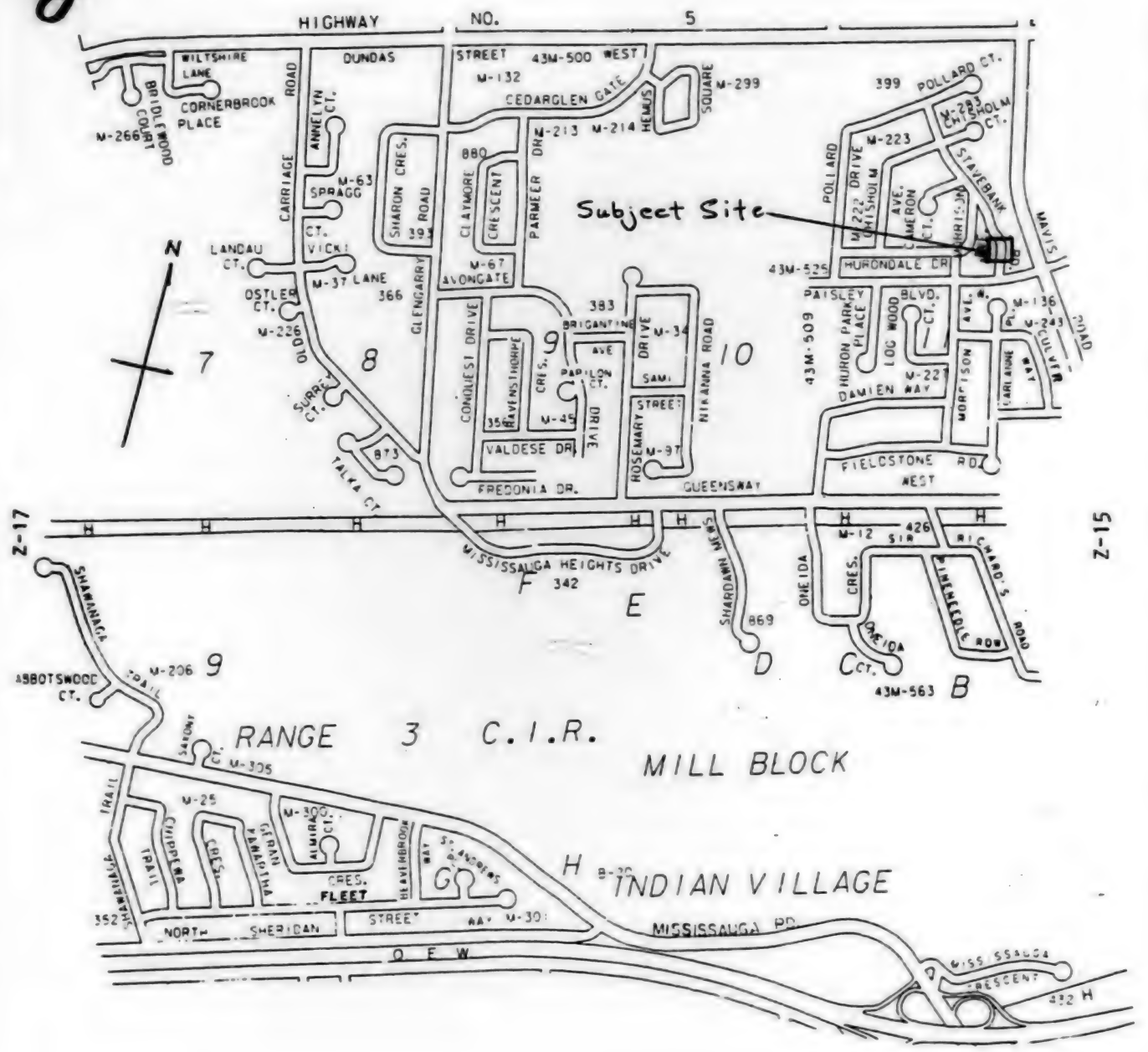
3. An Easement in favour of Consumers' Gas Company Ltd. for gas pipe line works.

4. An Easement in favour of Rogers Cable TV Limited for service wires.

L. W. STEWART, Q.C.
CITY SOLICITOR

RKG:aa
attach.
1080L

35(14)


HIGHWAY NO. 5
STREET 43M-500 WEST
M-132
WILTSHIRE LANE
DUNDAS
CORNERBROOK PLACE
BRIDLE COURT
M-266
CARRIAGE ROAD
ANNELYN CT.
M-63 SPRAGG CT.
VICKI
LANDAU CT.
OSTLER CT.
M-226
M-37 LANE
366
OLDE SURREY CT.
873
TALKA CT.
SHARON CRES.
39 ROAD
GLENGARRY
CEDARGLEN GATE
M-299
880
CLAYMORE CRESCENT
M-213 M-214 HELMUS
PARMEER DRIVE
M-67 AVONGATE
383
BRIGANTINE DRIVE
M-34
SAMI AVE
PAVILION CT.
CRES.
RAVENSTHORPE
M-45
DRIVE
CONQUEST DRIVE
VALDESE DR.
FREDONIA DR.
ROSEMARY STREET
M-97
NIKANNA ROAD
QUEENSWAY
399 POLLARD CT.
M-283 CHISHOLM CT.
M-223
POLLARD DRIVE
AVE.
CAMERON CT.
STRAVEBANK
HARRISON
Subject Site
43M-525
HURONDALE CR.
MAVIS
PAISLEY PLACE
43M-509
HURON PARK
LOG WOOD BLVD.
CT.
AVL.
M-136
M-243
CULVER
M-22
DAMIEN WAY
MORRISON
CLARENDON
FIELDSTONE RD. WEST
N
7
8
9
10
Z-17
Z-15
MISSISSAUGA HEIGHTS DRIVE
342
F
E
SHARDAWN MEWS
869
D
ONEIDA CRES.
M-12
426
SIR RICHARD'S ROAD
PINEWOODS
ONEIDA CT.
43M-563
B
C
SHAWANAGA TRAIL
ASBOTSWOOD CT.
M-206
9
SARONT CT.
M-305
RANGE 3 C.I.R.
MILL BLOCK
M-25
CHIPPEWA CRES.
M-300
ALMIRAL CT.
GEORGIAN MANOR TRAIL
CRES.
FLEET
HEAVENBROOK
BAY ST. ANDREWS
G
H
INDIAN VILLAGE
352
NORTH SHERIDAN
STREET
M-301
MISSISSAUGA RD.
E W
MISSISSAUGA CRESCENT
332 H

Z-9

Z-16

City of Mississauga

MEMORANDUM

36

To Operations and Works Committee

From Terence L. Julian

Dept.

Dept. City Clerk

September 2, 1986.

OPERATIONS/WORKS OCT 1 1986

LADIES AND GENTLEMEN:

SUBJECT: Request for permanent easement by Hydro Mississauga over part of closed out part of Fifth Line West by By-law 904-81 registered as 600006, File E.02.02.04 and F.02.03

ORIGIN: Letter from Hydro Mississauga of August 21, 1986.

COMMENTS: The Fifth Line West south of Surveyor Road was closed by By-law 904-81 registered as 600006. In this connection, Hydro Mississauga has requested the City to consider granting a permanent easement to protect their facilities over Parts 1, 2, 3 and 4 on Reference Plan 43R-9861.

The Engineering Department has reviewed the request and are in favour of granting the easement.

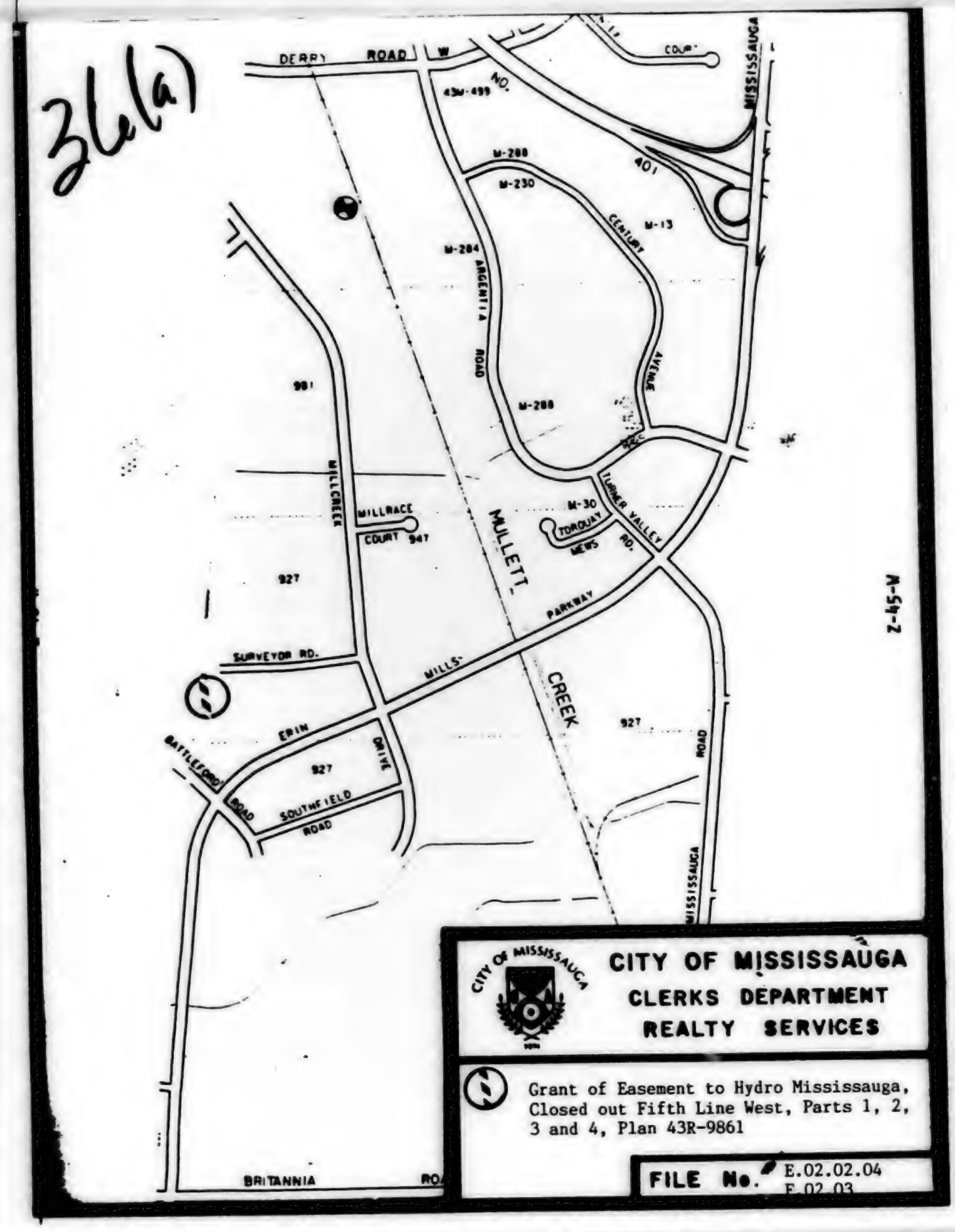
RECOMMENDATION: That a By-law be enacted authorizing execution of a Grant of Easement from the City of Mississauga in favour of Hydro Mississauga over part of the Fifth Line West south of Surveyor Road closed by By-law 904-81 registered as 600006 described as Parts 1, 2, 3 and 4 on Reference Plan 43R-9861.

Terence L. Julian, A.M.C.T., C.M.C.,
City Clerk.

PJS/le

FORM 145

36(a)


DERRY ROAD W
NO.
436-499
M-288
401
M-230
CENTURY
M-13
M-284
ARGENTIA ROAD
AVENUE
981
M-288
MILLCREEK
MILLRACE
COURT 947
M-30
TORQUAY
MEWS
RD.
LUMBER VALLEY
MULLETT
927
PARKWAY
SURVEYOR RD.
MILLS-
CREEK
927
ROAD
ERIN
927
SOUTHFIELD
ROAD
DRIVE
BRITANNIA
RO
MISSISSAUGA
M-45-Z
CITY OF MISSISSAUGA
CLERKS DEPARTMENT
REALTY SERVICES
Grant of Easement to Hydro Mississauga, Closed out Fifth Line West, Parts 1, 2, 3 and 4, Plan 43R-9861
FILE No. E.02.02.04
E.02.03

City of Mississauga

MEMORANDUM

37

To Operations and Works Committee

From Terence L. Julian

Dept.

Dept. City Clerk

September 3, 1986.

OPERATIONS/WORKS OCT 1 1986

LADIES AND GENTLEMEN:

SUBJECT: Heritage Hills Subdivision, Plan File T-84024, Application to Purchase Easement from Ministry of Government Services, File B.02.84024

ORIGIN: Letter from Ministry of Government Services of August 26, 1986.

COMMENTS: To undertake the proposed servicing for the Heritage Hills Subdivision, T-84024, it is necessary for the City to acquire an external easement from the Ontario Ministry of Government Services. The easement is for the purpose of constructing and maintaining a storm drainage channel. The location of the easement has been reviewed and approved by the Engineering Department.

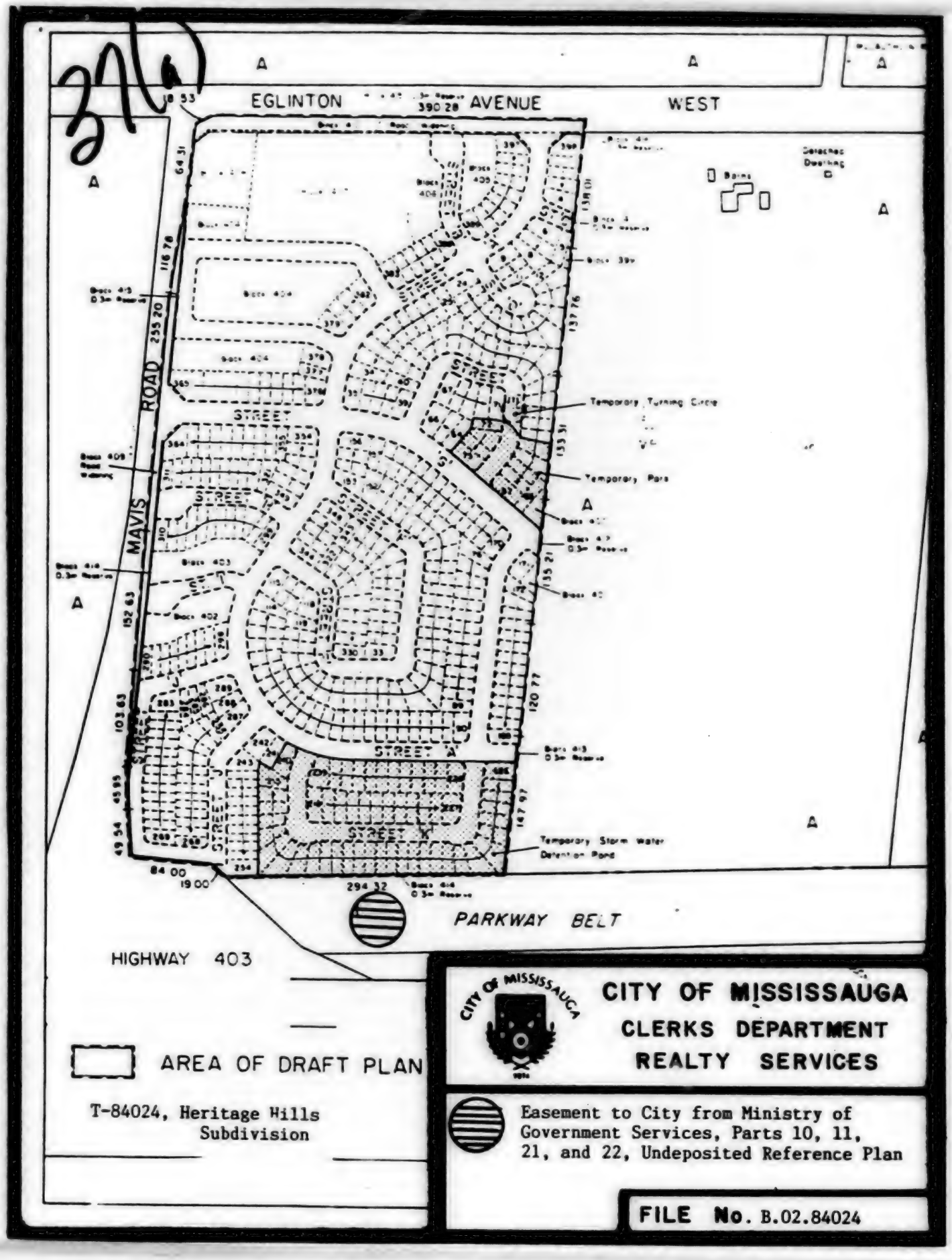
The cost of the permanent easement and temporary easement during the period of construction is $1,700.00 which funding for the acquisition will be at the developer's expense.

RECOMMENDATION: That a By-law be enacted authorizing the execution of the "Application to Purchase Easement" for the sum of $1,700.00 together with any further documents required upon acceptance of the "Application" for lands described as Part of Lot 20, Concession 2, N.D.S., designated as Parts 10 and 11 (permanent easement) and Parts 21 and 22 (temporary working easement) on a preliminary reference plan prepared by David B. Searles Surveying Ltd. (File No. 50-6-85).

Terence L. Julian, B.A., C.M.C.,
City Clerk.

PJS:le

FORM 145


EGLINTON AVENUE WEST
MAVIS ROAD
STREET
STREET A
STREET X
Temporary Turning Circle
Temporary Park
Temporary Storm Water Detention Pond
Detached Dwelling
Barns
PARKWAY BELT
HIGHWAY 403
AREA OF DRAFT PLAN
T-84024, Heritage Hills Subdivision
CITY OF MISSISSAUGA
CLERKS DEPARTMENT
REALTY SERVICES
Easement to City from Ministry of Government Services, Parts 10, 11, 21, and 22, Undeposited Reference Plan
FILE No. B.02.84024

30

MISSISSAUGA PUBLIC VEHICLE AUTHORITY

SEPTEMBER 9, 1986
A.03.04.01 - 308C/159C

REPORT NO. 6-86

OCT 1 1986

OPERATIONS/WORKS

TO: The Operations and Works Committee

LADIES AND GENTLEMEN:

The Mississauga Public Vehicle Authority presents its sixth report and recommends:

PVA-49-86 That the regular monthly meetings of the Public Vehicle Authority continue to be held at 10 a.m., with evening meetings being held when items of particular interest to the Industry as a whole, are to be discussed.

A.03.04.11.03
(PVA-49-86)

PVA-50-86 That the report dated February 14, 1985, from Mr. A. Franks, Commissioner of Building and Mr. L. W. Stewart, City Solicitor, relating to hearings before the Ontario Highway Transport Board, be received for information.

L.08.01
(PVA-50-86)

38(a)

PVA-51-86

(a) That the City of Mississauga object to the request from Total Information Inc. for a Public Vehicle Operating Licence for the following reasons:

(1) that the application is ill defined, and the operation of this service between the City of Scarborough and Lester B. Pearson International Airport will threaten the Taxicab and Limousine Industry in Mississauga and Metropolitan Toronto.

(2) that this application is simply a way of infiltrating the market in hopes of operating as a taxicab

(b) That Mayor McCallion be requested to send a letter to Metropolitan Toronto indicating that the City of Mississauga is opposing the application because it is a threat to both the Mississauga and Metropolitan Toronto Taxicab Industry.

(c) That Mayor McCallion be requested to set up a meeting with the Minister of Transportation and Communications, with a view to discussing the concerns of the Mississauga Taxicab Industry as they relate to Ontario Highway Transport Board applications.

L.08.01
(PVA-51-86)

PVA-52-86

That the transfer fee for Taxicabs and Airport Public Transportation Vehicles remain at $840.00 per licence transfer.

L.08.02
(PVA-52-86)

38(h)

PVA-53-86 That the report dated August 29, 1986 from Mr. A. E. McDonald, Acting Commissioner of Building, Zoning and Licensing, relating to a survey of commercial and industrial businesses, on the present level of taxicab service in the City of Mississauga, be received for information.

L.08.02
(PVA-53-86)

PVA-54-86 (a) That no action be taken at this time regarding the health hazard of buses left idling beside the taxicab stand at Square One.

(b) That staff prepare a further report to the Public Vehicle Authority upon completion of discussions with Hammerson Canada Ltd. and City Staff, regarding possible relocation of the taxicab stand within the Square One complex.

L.08.01
(PVA-54-86)

34

TRAFFIC SAFETY COUNCIL
0058C/179C

SEPTEMBER 24,1986
A.03.04.11.02

OCT 1 1986

REPORT NO. 7-86 OPERATIONS/WORKS

To: The Operations and Works Committee of the City of Mississauga

LADIES AND GENTLEMEN:

The Traffic Safety Council presents its seventh report and recommends:

TSC-65-86 That the deputation of Mr. Christopher Guest, Principal, The Canadian Traffic Safety School, to the Traffic Safety Council on September 24, 1986, outlining his proposal for the proposed Canadian Traffic Safety School, be received for information.

F.06.03.01
(TSC-65-86)

TSC-66-86 (a) That a temporary Crossing Guard be placed on Bough Beeches Boulevard at Sts. Martha and Mary School as soon as possible.

(b) That the Site Inspection Subcommittee of the Traffic Safety Council be requested to carry out a site inspection on Bough Beeches Boulevard at Sts. Martha and Mary School prior to the Crossing Guard being placed at this location, to determine the safe gap time for this area.

(c) That the Site Inspection Subcommittee of the Traffic Safety Council be requested to carry out a further site inspection at this location following the placing of the Crossing Guard, to determine if a crossing guard is warranted at this location.

F.06.03.02
(TSC-66-86)

TSC-67-86 That the verbal report of Mrs. B. Gates, Peel Board of Education to the Traffic Safety Council on September 24, 1986, with respect to a request for a Crossing Guard at Bud Gregory Blvd. and Central Parkway, be received for information.

F.06.03.02
(TSC-67-86)

TSC-68-86 That pursuant to a request from Councillor D. Cook, the Site Inspection Subcommittee of the Traffic Safety Council be requested to carry out a site inspection at Dundas Street and Argyle Road to determine if a Crossing Guard is warranted at this location.

F.06.03.02
(TSC-68-86)

TSC-69-86 That pursuant to a request from Councillor D. Cook, the Site Inspection Subcommittee of the Traffic Safety Council be requested to carry out a site inspection at Pathfinder Drive and Corsair Road, to determine if a Crossing Guard is warranted at this location.

F.06.03.02
(TSC-69-86)

TSC-70-86 That pursuant to a request from Mr. R. J. Scott, Manager of Transportation, The Dufferin-Peel Roman Catholic Separate School Board, the Site Inspection Subcommittee of the Traffic Safety Council be requested to carry out a site inspection at Dixie Road and Rathburn Road, to determine if any safety hazards exist at this location.

F.06.03.02
(TSC-70-86)

34 (cont'd)

TSC-71-86 That puursuant to a letter dated September 13, 1986, from Diane Harris, Chairman, Cashmere Avenue Parents Association, the Site Inspection Subcommittee of the Traffic Safety Council be requested to carry out a site inspection in the Paisley Blvd. West - Palisander Avenue area, to determine if a Crossing Guard is warranted in this location.

F.06.03.02
(TSC-71-86)

TSC-72-86 That the list of outstanding site inspections as set out in the Traffic Safety Council Agenda of September 24, 1986, be received for information.

F.06.03.02
(TSC-72-86)

TSC-73-86 That the memorandum dated September 17, 1986, from from John W. Thomas, Traffic and Transportation Engineer, to the Traffic Safety Council, regarding Cawthra Road and the C.N.R. Railroad Crossing, be received for information.

F.06.03.02
(TSC-73-86)

TSC-74-86

(a) That a temporary Crossing Guard be placed at Clarkson Road and the C.N.R. Railway Tracks pending a reinspection of this area in January 1987.

(b) That the Site Inspection Subcommittee of the Traffic Safety Council be requested to reinspect Lakeshore Road and Clarkson Road under winter conditions, to determine if a Crossing Guard is warranted at this location.

(c) That a Crossing Guard not be placed at Clarkson Road and Penguilley Place at this time, as warrants are not met.

F.06.03.02
(TSC-74-86)

5.7(e)

TSC-75-86 (a) That a Crossing Guard not be placed at Homelands Drive at the walkway through Thornlodge Park at this time, as warrants are not met.

(b) That the area of Homelands Drive at the walkway through Thornlodge Park be reinspected under winter conditions to ensure that the pathway is kept open.

F.06.03.02
(TSC-75-86)

TSC-76-86 That the request dated September 11, 1986, from Mrs. G. Khalid, Principal, St. Louis School, 1450 Lewisham Drive, Mississauga, asking for student bus patrollers at St. Louis School, be approved.

F.06.03.05
(TSC-76-86)

TSC-77-86 That the Site Inspection Subcommittee of the Traffic Safety Council be requested to carry out a site inspection on Copenhagen Road at the entrance to Glen Eden Park to determine if a Crossing Guard is warranted at this location.

F.06.03.02
(TSC-77-86)

TSC-78-86 That the letter dated September 16, 1986, from Larry E. Button, Regional Clerk setting out the following resolution of Regional Council, be received for information.

"That the correspondence from the Ministry of Transportation and Communications dated August 11, 1986, be received, and referred to Public Works staff for a report to Committee of the Whole, including the costs and benefits of paved sections for cyclists used on roadways in London, Ontario;

And Further, that this matter be referred to the Traffic Safety Councils of the Region's area municipalities for comment."

F.06.03.05
(TSC-78-86)

34(a)

TSC-79-86 That the Site Inspection Subcommittee of the Traffic Safety Council be requested to carry out a site inspection on Battleford Road between Corfu Road and Glen Erin Drive, to determine if a Crossing Guard is warranted at this location.

F.06.03.02
(TSC-79-86)

City of Mississauga

MEMORANDUM

additional #0

To Operations and Works Committee

Dept.

From A.E. McDonald, P. Eng.
Acting Commissioner
Dept. Building, Zoning & Licensing

September 30, 1986

OPERATIONS/WORKS OCT 1 1986

SUBJECT: Certificate of Occupancy Application for "asphalt and concrete recycling operation" on Toronto Lester B. Pearson International Airport property by Dufferin Construction Company.

ORIGIN: Council Resolution 536-86, September 22, 1986.

COMMENTS: An application for a Certificate of Occupancy was made to the City of Mississauga Building Department on July 21, 1986 by Mr. Brian Harrington of Dufferin Construction Company. The application is for the purpose of operating a temporary portable concrete plant on 6.3 hectares of airport land located adjacent to the Fourth Line and zoned "M2 - Section 1165".

Notwithstanding their M2 zoning designation, the lands delineated as M2 - Section 1165 in Schedule B of Zoning By-law #5500, as amended, shall be used by the Government of Canada, its lessees or licensees, for any use authorized by the Government of Canada or for any use which constitutes or is accessory to the operation of the Toronto International Airport. The proposed use is therefore acceptable and permitted under the zoning designation M2 - Section 1165.

Attached for the information of the Committee is copy of a letter to the Zoning Supervisor, Mr. John Oates, from the Airport Marketing Manager, Mr. L. Radzevicius. The letter confirms that Dufferin Construction Company has a lease agreement with the Department of Transport for the purpose of operating the above mentioned concrete plant. This lease will apparently expire on April 30, 1987, at which time the Department of Transport fully intends to enter into a new lease agreement, effective May 1, 1987. The new lease agreement will be for a term of at least ten (10) years and the site will be used for Dufferin's asphalt and concrete recycling operation and a work-yard for storage of construction equipment.

Continued...../2

COMMENTS CONT'D: Since the conditions for issuance of a Certificate of Occupancy have been satisfied, the City of Mississauga cannot legally withhold the issuance of the Certificate of Occupancy unless Transport Canada can be persuaded to cancel and/or refuse to extend Dufferin Construction Company's lease.

It may be of interest to the Committee members to note that Section 131(2) of Zoning By-law #5500, as amended, states that:

> "When the proposed use is not prohibited by this By-law, Zoning Administrator shall issue a Certificate of Occupancy to the applicant."

Further, under Section 133(1), the By-law states that:

> "Every person who contravenes this By-law is guilty of an offence and on conviction is liable a) on a first conviction to a fine of not more than $20,000 and b) on a subsequent conviction to a fine of not more than $10,000 for each day or part thereof, upon which the contravention has continued after the day on which he was first convicted."

It is therefore a serious offence for the Municipality not to issue a Certificate of Occupancy where the proposed use is not in contravention of the Zoning By-law.

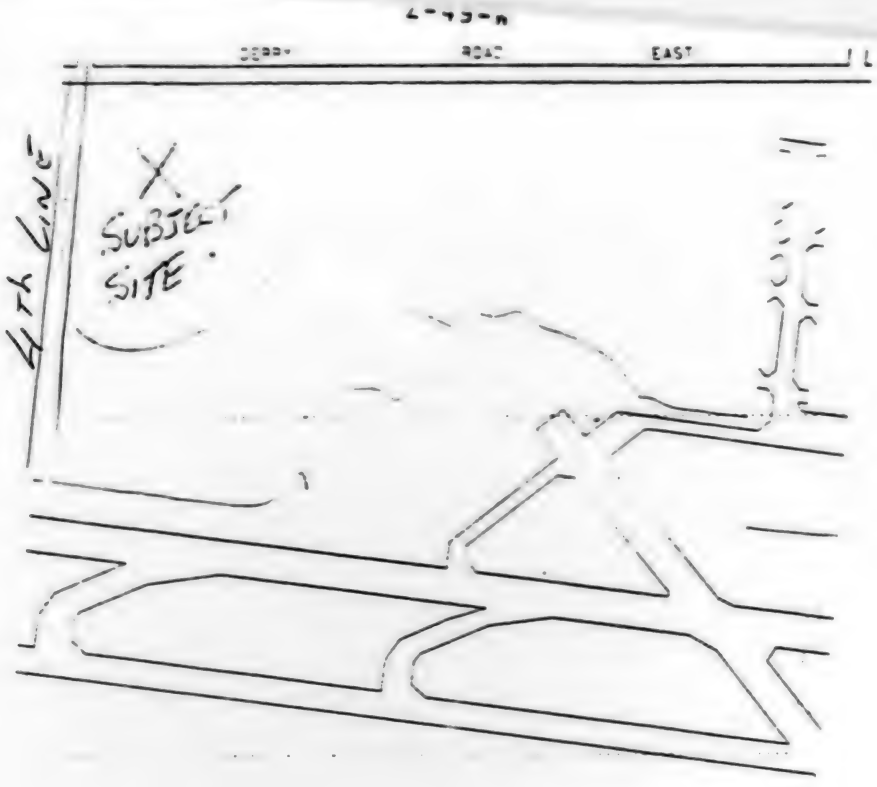
RECOMMENDATION:

1. That a Certificate of Occupancy be issued to Dufferin Construction Company for the operation of a temporary portable concrete plant located adjacent to 4th Line East, south of Derry Road on the Lester B. Pearson International Airport lands.

2. Should Council decide that this use is not desirable on a long term basis, the Mayor and Ward Councillor discuss this aspect directly with Transport Canada as soon as is reasonably possible.

A.E. McDonald, P. Eng.
Acting Commissioner
Building, Zoning & Licensing

vbj



Z-42-E

Z-41-E

LESTER B. PEARSON
INTERNATIONAL
AIRPORT
(MALTON)

Z-34-W

Airports Authority Group Groupe de gestion des aéroports

Toronto-Lester B. Pearson
International Airport
P.O. Box 6003
Toronto AMF, Ontario
L5P 1B5

Your file Votre référence

Our file Notre référence
5156-210-2(AOML)

September 12, 1986

Mr. J. D.Oates
Zoning Supervisor
Buidling Department
City of Mississauga
One City Centre Drive
Mississauga, Ontario
L5B 1M2

Dear Mr. Oates:

Re: Dufferin Construction Company
4th Line Road
Toronto-Lester B. Pearson Int'l Airport

Please be advised that at the present time, Dufferin Construction Company has a lease agreement with the Department of Transport for the purpose of operating a temporary portable concrete plant on 6.3 hectares of airport land located adjacent to the 4th Line Road.

This lease will expire as of April 30, 1987, at which time the Department of Transport fully intends to enter into a new lease agreement at this location, effective May 1, 1987. The new lease agreement will be for a term of at least 10 years and the site will be used for Dufferin's asphalt and concrete recycling operation and a work yard for storage of construction equipment.

If any further information is required in this matter, please contact Mr. R. Gregotski at (416) 676-4532.

Yours truly,

L. Radzevicius
Manager, Airport Marketing

c.c. Brian Harrington
Dufferin Construction Company

BUILDING DEPARTMENT
DATE RECD SEP 16 1986
Route To Rec'd By Date

Canada

CITY OF MISSISSAUGA

M I N U T E S

MEETING TWELVE EIGHTY-SIX

NAME OF COMMITTEE: OPERATIONS AND WORKS

DATE OF MEETING: WEDNESDAY, OCTOBER 1, 1986, 9:35 A.M.

PLACE OF MEETING: COUNCIL CHAMBERS

MEMBERS PRESENT:
Councillor H. Kennedy (Chairman)
Councillor L. Taylor
Councillor F. McKechnie
Councillor D. Culham
Councillor D. Cook
Councillor T. Southorn
Mayor H. McCallion (Ex-officio)

MEMBERS ABSENT: NIL

OTHERS PRESENT: Councillor P. Mullin

STAFF PRESENT:
Mr. A. McDonald, Acting Commissioner of Building/Zoning/Licensing
Mr. L.W. Stewart, City Solicitor (part)
Mr. T.L. Julian, City Clerk
Ms. L. Mailer, Committee Coordinator

DEPUTATIONS - 9:35 A.M.

A. Mrs. I. Walicht, 2615 Benedet Drive, Mississauga.

F.06.04.05
F.06.04.10

SEE ITEM 22

MATTERS CONSIDERED:

1. Recommendation of the Public Vehicle Authority meeting of September 9, 1986, as follows:

PVA-52-86 That the transfer fee for Taxicabs and Airport Public Transportation Vehicles remain at $840.00 per license transfer.

Attached was a copy of the report dated August 28, 1986, from the Acting Commissioner of Building, Zoning and Licensing which was considered by the Authority and extract from the minutes of that meeting.

Mr. Nick Leimonis of McDonnell-Ronald Limousine Service advised that his Solicitor was not able to attend this meeting and requested that the matter be deferred.

The item was deferred to the next Operations and Works Committee meeting scheduled for October 15, 1986.

L.08.02

Deferred
No Recommendation

2. Report dated September 23, 1986, from the Commissioner of Engineering & Works regarding the hedge adjacent to 2524 Mason Heights Drive (S. Dwyer).

Council at its meeting of July 16, 1986 adopted the following recommendation:

"That the following Traffic Safety Council recommendation of June 25, 1986, be referred to the Operations and Works Committee meeting scheduled for August 11, 1986:
That no further action be taken with respect to the hedge adjacent to 2524 Mason Heights and that Mr. S. Dwyer be so advised."

The Department was requested to set up an on-site meeting with Mr. Dwyer, Mr. D. Hancock a representative of the Traffic Safety Council and staff from the City's Traffic Section. The site meeting was held on August 22, 1986 and was attended by the following people and the matter has been thoroughly reviewed.

The situation that Mr. Dwyer is concerned about is, in our opinion, similar to almost any driveway in the City. In this case the "problem" is created by a hedge, a similar situation could, in our opinion, be created by other obstructions including vehicles parked in an adjacent driveway or even vehicles parked in the same driveway. These situations also create sight obstructions for vehicles driving out of private driveways.

RECOMMENDATION:

That no further action be taken with respect to the hedge adjacent to the driveway at 2524 Mason Heights and that the report dated September 23, 1986, from the Commissioner of Engineering and Works regarding this matter be forwarded to Mr. S. Dwyer and Mr. D. Hancock, Landscape Consultant, for their information.

Prior to the meeting Mr. Dwyer requested that the matter be deferred to a future meeting to be arranged with the Committee Coordinator.

F.06.01

Deferred
No Recommendation

3. Report dated August 26, 1986, from the Commissioner of Engineering & Works in response to the recommendations of the Coroner's Jury into the death of Carlo Dicarlo who was working on a construction site and run over by a fork lift truck. The Jury recommended the following:

1. The licensing and training of fork lift operators should be mandatory;
2. First-aid training should be mandatory for construction site supervisor personnel;
3. All road changes and construction area access routes should be updated on a continuing basis for all emergency services;
4. All construction vehicles should be equipped with forward and reverse warning devices.

These recommendations have been reviewed and it would appear that the second and third recommendations have some relevance to the City of Mississauga.

Firstly, with respect to the second recommendation, first-aid training is available through the Personnel Department and all City staff have been encouraged to undertake the courses, this includes personnel working on construction sites.

With respect to the third recommendation, the City undertakes to advise the emergency services whenever a road is closed or under construction. If conditions on the construction site warrant changes in any traffic patterns the emergency services are notified as soon as possible.

RECOMMENDATION:

That the report dated August 26, 1986 from the Commissioner of Engineering and Works in response to the recommendations of the Coroner's Jury into the Death of Carlo Dicarlo be forwarded to the Chief Coroner for Ontario for information.

G.01.01

Approved
See Recommendation OW-309-86 (D. Culham)

4. Report dated September 10, 1986, from the Commissioner of Engineering & Works in response to residents on Portway Drive regarding shrubs planted on the south side of the North Sheridan Way which were killed either by weed cutting or insecticide use. The residents explain that they have spent a lot of time and money on the planting and maintenance and request that the shrubs be either replaced or the residents compensated. The City's approval was not obtained for the plantings nor was the Works Department aware of their existence as they were not visible during the cutting of the weeds. The survival of the shrubs is limited since the space between the edge of pavement and highway fence is minimal and the North Sheridan Way is a priority route and is salted during the winter period which has a very damaging effect on shrubbery close to the highway.

RECOMMENDATION:

That the shrubs be replaced on the south side of the North Sheridan Way on condition that the residents accept responsibility for total maintenance and on the understanding that the City will not replace them a second time if the shrubs do not survive.

G.03.01

Approved
See Recommendation OW-310-86 (D. Culham)

5. Report dated September 10, 1986, from the Commissioner of Engineering & Works with respect to the removal of the centre island on Courtney Park Drive west of Dixie Road opposite the share driveway of the G.N. Johnston Equipment Co. Ltd. and the Canon Corporation. The Engineering Department has given permission to remove the island and suggested that it be at the expense of both firms due to the fact that the island was in existence prior to their arrival in Mississauga. G.N. Johnston has suggested that it would be more equitable and fair if the cost was split on a 50/50 basis; i.e., the City pay 50% of the cost and the remaining 50% be split between the Canon and Johnston companies.

RECOMMENDATION:

That the G. N. Johnston Equipment Co. Ltd. and Canon Corporation be advised that the City is prepared to remove the island opposite their driveway on Courtney Park Drive at a cost of $16,000 upon receipt of payment of $8,000 total from Canon Corporation and G. N. Johnston Equipment Co. Ltd.

F.02.01

Approved
See Recommendation OW-311-86 (D. Culham)

6. Report dated September 11, 1986, from the Commissioner of Engineering & Works regarding improvements to driveway accessibility where roll type curb is in existence on the street.

The type of curb existing on Schomberg Avenue was installed over twenty years ago and is typical of the type installed in plans of subdivision during that era. It was felt that the roll type curb was conducive to driveway access being at any location and therefore when the driveway locations were in fact determined, it did not really matter whether the garage was on the right or left hand side of the house as the driveway could be located at any point along the curb. Today, there are approximately 3,000 driveway locations where this condition exists and, in certain circumstances, residents have found it necessary to place asphalt wedges in the gutter to assist them in eliminating a bump. There are certainly many residents who have expressed the same sentiments as Mr. Basich whereas, on the other hand, there are many residents for which access over this type of curb does not appear to be a problem.

The problem probably depends on a number of factors some of which are grade of road, grade of driveway, type of car (length of wheelbase), etc. The existing City policy in this regard was adopted by Council back in July 1975 and therefore has been in effect for approximately eleven years (copy attached). The present cost for a driveway cut charged to a homeowner is $30.00 per metre ($9.00 per foot) and the total cost obviously depends upon whether the Applicant has a single or double driveway. The resident makes an application for the curb cut at the Engineering Department and pays for the cost of the improvement at that time.

As previously mentioned, these roll type curbs are presently in existence in approximately 3,000 driveways (maps attached indicating the locations). To estimate the cost involved, a driveway was assumed to be 16 ft. wide, i.e. half the distance between a single and a double, and the cost would be $10.00 per lineal foot. On this basis there would be 48,000 ft. of driveway to reconstruct at a cost of $480,000.00. Adding the cost of the asphalt repair involved would bring this figure up to approximately Half Million Dollars. These roll type curbs are eliminated at driveways when the street is reconstructed or asphalt resurfacing takes place, however, as these curbs are only twenty years old it is reasonable to assume that they have at least another twenty to thirty years of life left in them and therefore the elimination on an annual basis is minimal from a practical standpoint.

The following change in policy is presented for Committee's consideration with a view to speeding up the elimination of these driveway accesses if the resident is really concerned with his or her particular situation.

RECOMMENDATIONS:

(a) That a policy be implemented commencing in 1987 whereby the City undertakes improvements to driveways where roll type curb exists upon receipt of application by the property owners and payment of $5.00 per lineal foot to be carried out on a 'first come, first serve' basis with the balance of the cost being paid for by the City.

(b) That the consideration be given to include $50,000 (gross)/ $50,000 (net) in the 1987 Current Budget of the Engineering Department for this purpose.

(c) That the policy become effective May 1, 1987, however in the interim any applicant requesting this service be advised of the proposed change in policy.

(d) That consideration be given to including a similar amount in the future years in the Current Budget at budget discussion time.

Mr. McDonald reviewed the report for Members of Committee and responded to questions regarding the current policy and the proposed policy.

Members of Committee felt that the current policy was sufficient to deal with requests from residents and there were higher priorities in the budget.

Mayor McCallion recommended that there be no change to the existing policy.

F.05.01

Amended
See Recommendation OW-312-86 (H. McCallion)

7. Report dated September 17, 1986, from the Commissioner of Engineering & Works regarding the policy on waiving of the central air conditioning requirements in residential subdivisions due to traffic noise.

The present policy adopted by on February 28, 1983, Resolution No.271-83, allows for the deletion of central air conditioning when specifically requested by the homeowner. The intent was to have the requirement registered on title, however recent complications and legalities at the Registry Office do not permit the registration to take place. Nevertheless air conditioners are deleted on receipt of specific requests and waivers.

In many cases the requirement for air conditioning is based on ultimate traffic volumes, and in many cases it will be some years before the level of traffic will be such as to require the actual installation of air conditioning units. Examples of this type of street are Rathburn Road, Ridgeway Drive, Winston Churchill Blvd. and many other collector and local collector roadways.

In the case of major roadways such as the Queen Elizabeth Way, the Erin Mills Parkway, Burnhamthorpe Road and Dundas Street, the requirement for noise attenuation through air conditioning is immediate.

The ultimate time frame in arriving at the necessity for installing air conditioners as the house is built is too long and a five year period would be more realistic. That is, if the traffic levels are not expected to be high enough to require air conditioning for at least five years, then provision of an appropriate forced air system suitable for installing the air conditioning will be made. The actual air conditioner unit could be installed by the occupant at some later date. A warning clause would be included in the Financial Agreement indicating the need for air conditioning in the future.

In those cases where present traffic volumes warrant the installation of air conditioners, then the air conditioning requirement should be included in the Servicing Agreement and the homeowner or builder would not be allowed to omit this requirement.

RECOMMENDATIONS:

That the following policy on Air Conditioning installations in new residential developments be adopted for all roads except arterial, Regional or Ministry of Transportation and Communications roads:

(a) Future acoustical reports are to examine the predicted traffic noise for both the immediate and the projected five year traffic volumes, as well as the ultimate traffic volumes when determining the requirements for air conditioning;
(b) Air conditioning is to be installed in new residential developments where the noise levels are expected to be above the guidelines within five years;

(c) Where the traffic volumes are not expected to generate noise levels that would require air conditioning for at least five years, provision is to be made in the heating system for the future installation of central air conditioning and that appropriate warning clauses be included in the registered Financial Agreement to advise homeowners and future purchasers that air conditioning may be required at some future date to satisfy the acoustical guidelines.

Considerable discussion took place regarding this policy specifically with regard to the expectations of the homeowner and the marketing of the home. Often a builder will offer a reduction in the purchase price if the air conditioning is not installed. Homeowners are requested by the City to sign a waiver acknowledging that air conditioning is recommended and the builders are required to provide adequate ducting to accommodate future air conditioning. Councillor Taylor pointed out that it is difficult for a new homebuyer to appreciate what it will be like living in a new subdivision five years down the road. Councillor Taylor recommended that part (b) of the recommendation be amended to add "and that the City will not recommend waivers of the air conditioning requirement in these instances." It was pointed out that this is the intent of the proposed policy. Councillor Taylor withdrew the amendment.

Councillor Southorn noted that the policy applies to all roads and therefore the preamble of the recommendation should be amended by the deletion of the words "...except arterial, Regional or Ministry of Transportation and Communications roads:"

The motion, as amended was voted on and carried.

A.00.02.06

Amended
See Recommendation OW-313-86 (D. Culham)

8. Report dated September 23, 1986, from the Commissioner of Engineering & Works in response to a request from Proctor & Redfern Group on behalf of Erin Mills Developments. The west branch of the Sawmill Creek between Highway 403 and Winston Churchill Blvd must be improved to service lands west of Winston Churchill Blvd. This section of creek is scheduled to be reconstructed by the City using Major Watercourse Improvement Levy funds at a future date. In the interim, 27 lots (lots 39 - 65) backing onto the west branch of the Sawmill Creek are frozen until such time as the channel construction is completed.

A total of $400,000.00 is available in the Storm Sewer and Oversizing Account of the Capital Budget for this work. In order to expedite the project and to allow an early tender call, Proctor & Redfern, the consultants for Erin Mills, will do the design and the construction supervision. In addition, Erin Mills Developments will pay any costs for construction in excess of the $400,000.00 budget amount.

With the above guarantees and after the contract has been let, Building Permits could be released on lots 39 to 65 with the assurance that the channel will have been constructed prior to occupancy.

RECOMMENDATION:

(a) (i) That $71,000.00 be returned to the unallocated balance of the Major Watercourse Improvement Reserve Fund from the 1980 Storm Sewer Oversizing Project (P.N. #80-960) and that this project be closed.

(ii) That $24,874.00 be returned to the unallocated balance of the Major Watercourse Improvement Reserve Fund from the 1982 Relief Storm Sewer Oversizing Project (P.N. #82-928) and that this project be closed.

(iii) That $4,675.00 be returned to the unallocated balance of the Old John Doe Reserve Fund from the 1983 Storm Sewer Oversizing Project (P.N. #83-942) and that this project be closed.

(iv) That $250,000.00 be returned to the unallocated balance of the Old John Doe Reserve Fund from the 1984 Storm Sewer Oversizing Project (P.N. #84-904).

(v) That $49,451.00 be returned to the unallocated balance of the New John Doe Reserve Fund from the 1985 Storm Sewer Oversizing Project (P.N. #85-903).

(b) (i) That $95,874.00 be allocated from the Major Watercourse Improvement to the construction of the West Branch of Sawmill Creek between Winston Churchill Blvd and the 403 (P.N. #84-220).

(ii) That $254,675.00 be allocated from the Old John Doe Reserve Fund to the construction of the West Branch of Sawmill Creek between Winston Churchill Blvd and the 403 (P.N. #84-220).

(iii) That $49,451.00 be allocated from the New John Doe Reserve Fund to the construction of the West Branch of Sawmill Creek between Winston Churchill Blvd and the 403 (P.N. #84-220).

(c) That by-laws be enacted to authorize the transfer of funds in accordance with (a) and (b) above.

(d) That the Erin Mills Development Corp. agree to pay any City costs in excess of the $400,000.00 budget amount prior to letting a tender for the work.

(e) That once a contract for the construction of the West Branch of the Sawmill Creek between Winston Churchill Blvd and Highway 403 has been awarded by the City, that the Servicing Agreement dated November 28, 1985, be amended to delete the Building Permit restriction on Lots 39 to 65 inclusive.

Mr. McDonald pointed out that the restriction was put on the lots so that the new homeowners would not be subjected to major construction on the Creek after moving in. The Creek improvements are not required to accommodate only those lots but development in the entire area.

Members of Committee questioned the transferring of the funds from various projects to fund these works and requested a further report explaining the method of financing using the above project as an example. Mr. McDonald advised he would prepare a report for a future meeting.

B.06.685.02

Approved
See Recommendation OW-314-86 (D. Culham)

9. Report dated September 19, 1986, from the Commissioner of Engineering & Works regarding an exemption from Major Watercourse Improvement Levy and Major Road Improvement to be granted to the developer for the proposed industrial subdivision known as 465348 Ontario Ltd. (Orlando Corporation - T-81040 - located north of Derry Road East and east of Dixie Road) and an exemption from Major Watercourse Improvement Levy to be granted to developer of the industrial subdivision known as Tenure Investments Ltd. (T-86029 and to the future Orlando Corp. development on lands bounded by T-81040 to the north, T-86029 to the south, Dixie Road to the west and plan 43M-457 to the east).

RECOMMENDATION:

(a) That the Financial Agreement for Orlando Corp. (T-81040 - lands located north of Derry Road East and east of Dixie Road) indicate that no Watercourse Improvement Levies are to be paid to the City for this development and that a credit in the amount of $664,317.15 is to be afforded to 465348 Ontario Ltd. (Orlando Corporation) against the Major Road Improvement Levy.

(b) That the Financial Agreement for the future development on lands owned by Orlando Corporation bounded by Plan T-81040 to the north, Plan T-86029 to the south, Dixie Road to the west and Plan 43M-457 to the east indicate that no Watercourse Improvement Levies are to be paid to the City.

(c) That the Financial Agreement for Plan T-86029 (Tenure Inv. Ltd.) indicate that no Watercourse Improvement Levies are to be paid to the City for this development.

T-81040
T-86029
B.06.457.02

Approved
See Recommendation OW-315-86 (F. McKechnie)

10. Report dated September 10, 1986, from the Commissioner of Engineering & Works regarding a draw on the developer's securities for the grading rectification works on Park Lot 211 - adjacent to Lot 159, Plan 43M-445, Sheridan Mills Subdivision, located east of Erin Mills Parkway and south of Britannia Road West. Under the terms of the Servicing Agreement, Donlee Holdings Limited is responsible for the proper grading of all lots within the subdivision. Staff prepared letters to the developer dated November 6, 1985 and April 17, 1986 for Park Lot 211 - adjacent to Lot 159. To date, the outstanding grading rectification works have not been completed and the adjacent homeowner involved has expressed his concerns regarding the delay in the matter.

RECOMMENDATION:

(a) That the Commissioner of Engineering and Works be authorized to complete the outstanding grading rectification works on Park Lot 211 - adjacent to Lot 159, Plan 43M-445, Sheridan Mills Subdivision, located east of Erin Mills Parkway and south of Britannia Road West at an estimated cost of $4,000.00.

(b) That the Commissioner of Engineering and Works be authorized to engage Allan C. Randles Limited for design and supervision of the corrective grading works at an estimated cost of $500.00.

(c) That the City Treasurer be authorized to draw on the developer's Letter of Credit to defray the costs incurred by the City pursuant to Recommendations (a) and (b).

With respect to this report and the following five items, Committee Members questioned why the developers were not completing the works in accordance with the agreement and making it necessary for the City to call on the Letters of Credit. It was suggested that during this high construction time it was difficult to get trades and perhaps it was just as easy and economical for the City to complete the outstanding deficiencies. In response to a question, Mr. McDonald advised that the City charges a 10% administrative fee on top of the costs of the work. Taking into consideration the City's time and administrative costs, Mayor McCallion recommended that the fee be increased to 25%. This motion was voted on and carried.

In this regard, Councillor Taylor expressed concern about the considerable time its takes to complete these works when the City draws on letters of credit. The procedure requires notices and time allowance to the developer, reports to Council for authorization, obtaining quotes, etc. and in some instances it has taken up to a year before any work is completed. Staff were requested to prepare a report outlining the procedure followed in calling on Letters of Credit.

B.06.445.02

Approved
See Recommendation OW-315-86 (T. Southorn)
See Recommendation OW-320-86 (H. McCallion)

11. Report dated September 18, 1986, from the Commissioner of Engineering & Works with respect to a draw on the developer's securities for the repair of the above ground deficiencies in the Mississauga Valleys Subdivision, Phase IV (lands located south of Burnhamthorpe Road/east of Hurontario Street).

Hammerson Canada Ltd. was advised in a letter dated December 11, 1985, that an amount of $22,859.00 would be accepted as cash-in-lieu of the performance of these deficiencies. To date this payment has not been received and the required repairs have not been completed. The current estimated cost of the required repairs has now been estimated at $25,000.00 00.

RECOMMENDATION:

That the Commissioner of Engineering and Works be authorized to draw on the Letter of Credit (current value $98,761.00) to complete the above ground deficiencies at an estimated cost of $25,000.00 for Mississauga Valleys Subdivision, Phase IV (lands located south of Burnhamthorpe Road/east of Hurontario Street).

B.01.08
B.01.11

Approved
See Recommendation OW-317-86 (L. Taylor)

12. Report dated September 18, 1986, from the Commissioner of Engineering & Works with respect to a draw on developer's securities for the repair of above ground deficiencies in the Mississauga Meadows Subdivisions, Phase I and II (located north of Burnhamthorpe Road/west of Cawthra Road).

Hammerson Canada Ltd. was advised in a letter dated March 5, 1986, that $45,497.97 would be accepted as cash-in-lieu of the performance of above ground repairs in the developments. To date this payment has not been received and the repairs not been completed. Hammerson has been repeatedly advise of the outstanding matters however no action has been taken to resolve these issues.

RECOMMENDATION:

That the Commissioner of Engineering and Works be authorized to draw on the Letter of Credit (current value $110,034.00) for the completion of outstanding above ground repairs at a cost of $25,652.00 in Mississauga Meadows, Phase I (Plan M-143) and $45,497.97 in Mississauga Meadows, Phase II (Plans M-144 and M-145) (lands located north of Burnhamthorpe Road/west of Cawthra Road).

B.06.143.02
B.06.144.02

Approved
See Recommendation OW-318-86 (L. Taylor)

13. Report dated September 22, 1986, from the Commissioner of Engineering & Works regarding a draw on the developer's securities for the completion of curb cuts, sidewalk repairs and asphalt resurfacing for All Nations Investments Limited (lands located on Indian Road/west of Indian Grove).

In accordance with the requirements of the Servicing Agreement the developer was to arrange for the completion of these works on or before August 15, 1985; however due to the incomplete status of building construction this was not feasible prior to the completion of the 1985 construction season.

Following completion of building construction, grading and sodding of the lots in the Summer of 1986, the developer was advised by letter dated August 28, 1986, to complete the above ground works. No response has been received to date.

RECOMMENDATION:

That the Commissioner of Engineering and Works be authorized to complete the outstanding curb cuts, sidewalk repairs and asphalt resurfacing works at an estimated cost of $13,200.00 for All Nations Investments Limited (C.A.'B' 9-13/83-M, Plan 43R-10885, lands located on Indian Road/west of Indian Grove) and that the City Treasurer be authorized to draw on the Developer's Letter of Credit (current value of $15,892.25) to defray the costs incurred by the City.

B.07.83009

Approved
See Recommendation OW-319-86 (F. McKechnie)

14. Report dated September 18, 1986, from the Commissioner of Engineering & Works with respect to the Assumption of the municipal works for Talka Subdivision, Phase I, Plan M-209, located north of Lakeshore Road West and east of Clarkson Road. As far as the Engineering and Works Department is concerned, the developer has complied with all the requirements of the Engineering Agreement for the installation of municipal services.

The Region of Peel has indicated that they will accept an amount of $17,625.00 as cash-in-lieu of rectification of the remaining deficiencies with respect to the watermain services in Plan M-209. The developer has authorized that this amount be drawn from the Letter of Credit currently valued at $93,854.84.

RECOMMENDATION:

(a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Engineering Agreement for Talka Subdivision, Phase I, Plan M-209, located north of Lakeshore Road West and east of Clarkson Road.

(b) That the City Treasurer be directed to draw an amount of $17,625.00 from the Letter of Credit for Plan M-209 (current value $93,854.84) and forward this amount to the Region of Peel for the rectification of the remaining watermain deficiencies in Talks subdivision.

(c) That the remaining securities for the Engineering Agreement for Plan M-209 be released to the developer, Phi International Incorporated.

(d) That a by-law be enacted establishing the road allowance within Plan M-209 as public highway and part of the municipal system of the City of Mississauga.

Councillor Mullin advised that she was meeting the Commissioner of Engineering and Works in a couple of days regarding this development and requested that the this report be deferred to the next meeting of the Committee (October 15, 1986).

B.06.209.02

Deferred
No Recommendation

15. Report dated September 18, 1986, from the Commissioner of Engineering & Works regarding the assumption of municipals works for Talka Phase II, Plans 43R-3829 and 43R-8261 (located north of Lakeshore Road West/east of Clarkson Road). As far as the Engineering and Works Department is concerned, the developer has complied with all the requirements of the Engineering Agreement for the installation of municipal services.

RECOMMENDATION:

(a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Engineering Agreement for Talka Phase II, Plans 43R-3829 and 43R-8261, Johnsons Lane and Andros Boulevard (located north of Lakeshore Road West/east of Clarkson Road).

(b) That the remaining securities for the Engineering Agreement for Plans 43R-3829 aNd 43R-8261 be released to the Developer, Phi International Incorporated.

Councillor Mullin advised that she was meeting the Commissioner of Engineering and Works in a couple of days regarding this development and requested that the this report be deferred to the next meeting of the Committee (October 15, 1986).

B.06.209.02

Deferred
No Recommendation

16. Report dated September 8, 1986, from the Commissioner of Engineering & Works in response to a request that the truck routes be reviewed in the industrial area on the west side of Falconer Drive between Alpha Mills Road and Matlock Avenue. Investigation has determined that both Alpha Mills Road and Matlock Avenue are restricted by by-law to heavy vehicles although trucks are allowed to make deliveries on a prohibited road through the shortest most direct route. As this industrial area has two routes which could be considered the shortest route, Alpha Mills Road or Matlock Avenue, enforcement would prove impractical and perhaps impossible.

The problem is that there are residential single family dwellings on Alpha Mills Road that these heavy vehicles pass.

As a solution the heavy truck prohibition could be removed on Matlock Avenue from Mississauga Road to Falconer Drive but retained east of Falconer Drive in the residential area. This along with directory signs at Mississauga Road on Alpha Mills Road instructing heavy vehicles to use Matlock Avenue should prevent trucks from travelling past the C.P.R. lines on Alpha Mills Road into the residential area. In addition the prohibitive signing on Alpha Mills Road could be upgraded.

RECOMMENDATION:

(a) That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to remove the heavy truck prohibition from Matlock Avenue between Mississauga Road and Falconer Drive.

(b) That the Engineering Department manufacture and erect directory signs on Alpha Mills Road at Mississauga Road, instructing heavy truck delivering to Falconer Drive to use Matlock Avenue only.

(c) That prohibitive truck signs be posted on Matlock Avenue east of Falconer Drive restricting heavy trucks into the residential area.

F.06.04.06

Approved
See Recommendation OW-321-86 (T. Southorn)

17. Report dated September 8, 1986, from the Commissioner of Engineering & Works with respect to a parking prohibition on Truscott Drive between Kelly Road and Winston Churchill Boulevard. A By-law was passed on June 9, 1986 prohibiting parking on the south side of Truscott Drive between Kelly Road and Winston Churchill Boulevard. Since this By-law was approved, the area residents have expressed their opposition to the prohibition and Councillor Mullin has requested that the Engineering Department not proceed with the posting of prohibitive signs.

The Engineering Department has no objection to this change at this time; however, the traffic conditions on Truscott Drive will be monitored and if in the future a safety hazard arises, due to parked vehicles, a parking prohibition on one side of Truscott Drive may have to be implemented. This is due to the fact that when parking occurs on both sides of Truscott Drive, two through lanes of traffic cannot be maintained.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law 444-79, as amended, to remove the parking prohibition from the south side of Truscott Drive from Kelly Road to Winston Churchill Boulevard.

F.06.04.02

Approved
See Recommendation OW-322-86 (F. McKechnie)

18. Report dated September 8, 1986, from the Commissioner of Engineering & Works in response to a a request from the area Councillor to review the existing parking prohibition on Havenwood Drive from Bloor Street to Haven Glenn.

The review has indicated that the existing signing is adequate but, does not conform to the listing in Traffic By-Law 444-79. Therefore, there is a need to amend this to reflect signing as it appears in the field. Parking will therefore be prohibited from Tyneburn Crescent (north leg) to Williamsport Drive (south leg) both sides and on the west side from Tyneburn Crescent (north leg) to Haven Glenn.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize prohibitive parking signs on Havenwood Drive to bring it into conformity with the Traffic By-law.

F.06.04.02

Approved
See Recommendation OW-323-86 (D. Cook)

19. Report dated August 27, 1986, from the Commissioner of Engineering & Works in response to a request for the installation of an all-way stop at the intersection of Fieldgate Drive and Ponytrail Drive.

The intersection has been reviewed with respect to the installation of an all-way stop and the installation would be warranted during the a.m. peak hour but would not be during the p.m. peak. The count was done in August of 1986 and generally traffic volumes are lower during the Summer than during the Fall period. Once school is returned the volumes at this intersection will likely warrant the installation of an all-way stop. In addition, there have been four pedestrian accidents at this location and there is an adult crossing guard during the times the schoolchildren are crossing.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to institute an all-way stop at the intersection of Fieldgate Drive and Ponytrail Drive.

F.06.04.05

Approved
See Recommendation OW-324-86 (L. Taylor)

20. Report dated September 12, 1986, from the Commissioner of Engineering & Works regarding the installation of Traffic Control Signals at Winston Churchill Boulevard and The Collegeway. Erin Mills Neighbourhood 501 and 502 have commenced with development. As a result, The Collegeway now physically extends west of Winston Churchill Boulevard. Funds have been made available in the agreement with Erin Mills Developments for the installation of signals at this location. Signal warrant criteria has not been satisfied at present, however, traffic conditions are increasing due to development in the area.

RECOMMENDATION:

That traffic control signals be installed at the intersection of The Collegeway and Winston Churchill Boulevard with the funds provided by the Erin Mills Development Corporation.

F.06.02

Approved
See Recommendation OW-325-86 (L. Taylor)

21. Report dated September 23, 1986, from the Commissioner of Engineering & Works regarding a request received through Councillor Mahoney's office, from a Mr. Gary J. Robertson, for the installation of an all-way stop at the intersection of Folkway Drive and the north leg of Sawmill Valley Drive. Mr. Robertson feels that vehicle speeds and volumes on Folkway Drive are such that a dangerous condition exists requiring all-way stop installation. A review of the area reveals that all-way stop warrants are not satisfied in terms of volume, delay, nor accidents at either of the intersections studied. Further, it is apparent from studies in this and other municipalities that the installation of unwarranted all-way stops generally leads to abuse and non-compliance of the stop control, an increase in vehicle speeds approaching and leaving the stop control, and an overall decrease in the level of safety.

RECOMMENDATION:

(a) That an all-way stop not be installed at Folkway Drive and Sawmill Valley Drive.

(b) That an all-way stop not be installed at Folkway Drive and Coppersmith Court.

F.06.04.05

Approved
See Recommendation OW-326-86 (L. Taylor)

22. Report dated September 23, 1986, from the Commissioner of Engineering & Works in response to a request from Councillor Mullin that the Department review the traffic conditions on Benedet Drive with respect to a petition from the residents. The residents have requested that the following action be taken with respect to traffic on Benedet Drive.

1. Close Vey to vehicular traffic;
2. Install all-way stops at least at three intersections on Benedet Drive.
3. Reduce the speed limit to 40 km/h on Benedet Drive.

A second proposal was to close Benedet Drive at Winston Churchill Boulevard, however, the executive of the Benedet Woods Community Association has advised that there was little support for this proposal.

In the covering letter (copy attached) the residents association have indicated the following factors:

- Street is wide and straight encouraging speeding;
- Main traffic flow is through Una and Vey;
- Homes are placed very close to the street;
- Major safety hazard with a number of accidents;
- More accidents and hazardous driving when new subdivision opens west of Winston Churchill Boulevard.

The area has been reviewed in depth and the report outlines comments with respect to the residents concerns.

RECOMMENDATIONS:

(a) That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the installation of all-way stops at the intersection of Benedet Drive and Una Road and Vey Road as the warrants are satisfied.

(b) That Vey Road not be closed to vehicular traffic.

(c) That the speed limit on Benedet Drive not be reduced to 40 km/h.

Mrs. Isabella Walicht of 2615 Benedet Drive appeared before the Committee regarding this matter. Mrs. Walicht advised that she represented 360 people on Benedet Drive, Poplar Crescent and Birch Crescent and the Benedet Woods Community Association which was formed in January 1986 with the main purpose of finding a solution to the speeding and hazardous traffic conditions on Benedet Drive. Mrs. Walicht advised that while the Association considered some fifteen proposal, the three submitted were the ones agreed to by the Association. Mrs. Walicht outlined the history of this problem dating back to 1978 and the frustration in reaching a solution.

Councillor Mullin referred to the map outlining the road pattern in the area and pointed out that Benedet Drive is a long straight stretch of road leading to Winston Churchill Boulevard and directly onto the Queen Elizabeth Highway. It is a heavily travelled and due to its design speeding is a considerable problem. Councillor Mullin pointed out that Vey Road was closed at one time but upon receipt of petitions was opened to traffic south of Benedet Drive. While she could not support closing the road at this time it may be an option after further study. Councillor Mullin advised that the area will need continual study especially with the development opening up in Oakville on the west side of Winston Churchill Boulevard. As an interim measure Councillor Mullin recommended that a third stop sign be installed at the west leg of Poplar Crescent and Benedet Drive and that the speed limit be reduced to 40 km/h.

F.06.04.05
F.06.04.10

Amended
See Recommendation OW-327-86 (D. Culham)

23. Recommendation OW-241-86 of August 11, 1986, adopted by Council on August 13, 1986, as follows:

(a) That neither Princess Street (Malton) nor Princess Street (Streetsville) be renamed until a distinctly different name can be agreed upon for one of these streets.

(b) That Councillor T. Southorn consult with the Streetsville Historical Society regarding an alternate name for Princess Street in Streetsville.

Attached is a letter dated August 29, 1986, from the Historical Society in response to Councillor Southorn's consultation objecting to any change as it is unnecessary, upsetting for many, and unwarranted from historical point of view.

Attached is a further letter dated August 21, 1986, from Hugh Slaght of 15 Princess Street also objecting to any change in name.

RECOMMENDATION:

That no further action be taken at this time with respect to the renaming of Princess Street in Streetsville.

F.02.07

Approved
See Recommendation OW-328-86 (T. Southorn)

24. Report dated September 17, 1986, from the Commissioner of Engineering & Works regarding the renaming of Stavebank Road from Premium Way to Queensway West to Old Stavebank Trail. Old Stavebank Trail was submitted to the Region of Peel Street Names Committee at their meeting on September 3, 1986 and the name was approved.

The Fire Department and ambulance Service representatives noted that their new computer dispatch programmes listed the addresses on discontinuous sections of roads such as Stavebank Road, and that for emergency services this street name change would not be necessary.

RECOMMENDATION:

That the Community be requested for their input into the proposed name of "Old Stavebank Trail" for that portion of Stavebank Road between Premium Way and Queensway West.

F.02.07

Approved
See Recommendation OW-329-86 (L. Taylor)

25. Report dated September 22, 1986, from the Commissioner of Engineering & Works regarding the renaming of that portion of the Queensway West from Mavis Road to Glengarry Road. Councillor Culham suggested that this portion be renamed either Old Queensway Lane or Old Glen Sharon Way; however, the Region of Peel Street Names Committee have advised that this portion of the Queensway West should not be renamed as there is no break in the road pattern at Mavis Road and renaming may cause confusion for emergency services.

RECOMMENDATION:

That the Queensway West between Mavis Road and Glengarry Road not be renamed at this time.

F.02.07

Approved
See Recommendation OW-330-86 (L. Taylor)

26. Report dated September 22, 1986, from the Commissioner of Engineering & Works regarding the following street names proposed by Mrs. Stanley Harkness for proposed Plan of Subdivision T-81040 (lands located east of Dixie Road north of Derry Road East:

David Harkness James Lansbrough William

The submission was reviewed by the Region of Peel Street Names Committee and none of the names were approved as all but Lansbrough was a duplication. Lansbrough was rejected as it would be confusing to emergency dispatchers.

RECOMMENDATION:

That Mrs. Stanley Harkness be advised that the street names suggested for proposed Plan of Subdivision T-81040 (lands located east of Dixie Road north of Derry Road East) have not been approved.

T-81040
F.02.07

Approved
See Recommendation OW-331-86 (L. Taylor)

27. Report dated September 8, 1986, from the Commissioner of Engineering & Works regarding the following street names to be placed on the Mississauga Reserve Street Names List:

Adams	Madden	Allison	Morris	Chrisholm
Pinkney	Cooke	Robinette	Dunn	Romain
Fenwick	Rutledge	Harris	Silverthorne	
Jackson	Waterhouse			

The submission was reviewed by the Region of Peel Street Names Committee on September 3, 1986 and the following names were approved:

Fenwick Robinette Waterhouse

The other names are presently being used as street names within the Region of Peel.

RECOMMENDATION:

That the following names be added to the City of Mississauga Reserve Street Names List: Fenwick; Robinette; Waterhouse.

Councillor Taylor questioned by the name "Pinkney" has not been approved as it was his understanding that the name was used sometime ago for a private roadway but was no longer in use. Staff were requested to investigate further.

F.02.07

Approved
See Recommendation OW-332-86 (L. Taylor)

28. Report dated September 8, 1986, from the Commissioner of Engineering & Works regarding the following proposed street names submitted by Anton Kikas Limited for Plan of Subdivision T-84009 and T-84012 (lands located at the southwest corner of Britannia Road West and Creditview Road):

Astrella Aquarius Aspen Banff Caribbean Cherrywood Concord Fitzgerald

The submission was reviewed by the Region of Peel Street Names Committee on September 9, 1986 and the following names were approved:

Astrella Aquarius Banff Cherrywood Fitzgerald

The other names have previously been assigned to other streets.

RECOMMENDATION:

That Anton Kikas Limited be advised that the following names have been approved for street names in Subdivisions T-84009 and T-84012:

Astrella Aquarius Banff Cherrywood Fitzgerald

Approved
See Recommendation OW-333-86 (T. Southorn)

T-84009
T-84012
F.02.07

29. Report dated September 8, 1986, from the Commissioner of Engineering & Works with respect to proposed Street Names submitted by First City Developments for Subdivision T-86048 (lands located on the north side of Britannia Road West/west of Tenth Line) as follows:

Blackbird	Plover	Bluebird	Purple Finch
Curlew	Redpoll	Goldfinch	Redwing
Hummingbird	Sandpiper	Kestrel	Swallow
Kingbird	Tanger	Mallard	Wood Duck
Meadowlark	Songsparrow	Oriole	Kingfisher
Phoebe			

The submission was reviewed by the Region of Peel Street Names Committee on September 3, 1986 and the following names were approved:

Curlew	Meadowlark	Purple Finch	Redpoll
Redwing	Songsparrow		

The remainder of the names were duplications of existing streets, or confusion could result in their spelling.

RECOMMENDATION:

That First City Developments be advised that the following names have been approved for use in Subdivision T-86048 (lands located on the north side of Britannia Road West/west of Tenth Line):

Curlew Meadowlark Purple Finch Redpoll
Redwing Songsparrow

T-86048
F.02.07

Approved
See Recommendation OW-334-86 (F. McKechnie)

30. Report dated September 8, 1986, from the Commissioner of Engineering & Works regarding a proposed street name for a private road extension of Orlando Drive/west of Airport Road. The submission was reviewed by the Region of Peel Street Names Committee on September 3, 1986 and approved.

RECOMMENDATION:

That N.O.R.R. Group Associates be advised that Silver Dart Drive has been approved as the name for the private street in the new Cargo Area (Area 5) of the Lester B. Pearson International Airport.

Councillor McKechnie requested that this report be deferred to the next meeting (October 15, 1986) as he would like an opportunity to review this matter.

F.02.07

Deferred
No Recommendation

31. Report dated September 8, 1986, from the Commissioner of Engineering & Works regarding the name Swerdon Drive as a proposed street name for Subdivision T-84026. This submission was reviewed by the Region of Peel Street Names Committee on September 3, 1986 and approved.

RECOMMENDATION:

The Everlast Construction be advised that Swerdon Drive has been approved for use as a street name in Subdivision T-84026 (lands located on Fifth Line West.

T-84026
F.02.07

Approved
See Recommendation OW-335-86 (T. Southorn)

32. Report dated September 5, 1986, from the Acting Commissioner of Building, Zoning and Licensing regarding the appointment of officers to enforce Section 29a of The Game and Fish Act with deals with leg hold traps.

RECOMMENDATION:

That a by-law be enacted to appoint Mr. Leonard L. Addison, Mr. Duilo Rose and Mr. Brad Parliament as officers for enforcing Section 29a of The Game and Fish Act (which deals with leg hold traps).

L.07.01.02

Approved
See Recommendation OW-336-86 (T. Southorn)

33. Report dated September 8, 1986, from the Acting Commissioner of Building, Zoning and Licensing with respect to an application from a homeowner for assistance under the Termite Control By-law 741-81. The cost of the treatment has been estimated at $350.00 and the City's share would be 50%.

RECOMMENDATION:

That the application for a grant under the Termite Control By-law 741-81 made by the homeowner listed on Appendix 'A' attached to the report dated September 8, 1986, from the Acting Commissioner of Building, Zoning and Licensing be approved and that payment be authorized under the terms of the By-law upon satisfactory completion of the work.

A.02.03.03.07

Approved
See Recommendation OW-337-86 (D. Cook)

34. Report dated September 9, 1986, from the Acting Commissioner of Building, Zoning and Licensing with respect to an application from a homeowner for assistance under the Termite Control By-law 741-81. The cost of the treatment has been estimated at $375.00 and the City's share would be 50%.

RECOMMENDATION:

That the application for a grant under the Termite Control By-law 741-81 made by the homeowner listed on Appendix 'A' attached to the report dated September 9, 1986, from the Acting Commissioner of Building, Zoning and Licensing be approved and that payment be authorized under the terms of the By-law upon satisfactory completion of the work.

A.02.03.03.07

Approved
See Recommendation OW-338-86 (D. Cook)

35. Report dated September 4, 1986, from the City Solicitor with respect Land Division Committee Applications "B" 119/86-M to and including "B" 126/86-M and the City of Mississauga sale to Marpal Properties Limited of parts of Lots 11 and 12 Range 1, South of Dundas Street and part of Lot 12 Range 2, South of Dundas Street and part of Stavebank Road, between Morrison Avenue and Paisley Boulevard. The City has entered into an Agreement of Purchase and Sale dated January 27, 1986, authorized by By-law No. 101-86, for the conveyance of lands to Marpal Properties Limited although the transaction has not yet been completed. In the meantime, Marpal Properties Limited has made application to the Land Division Committee for consent to convey those lands so as to subdivide the lands into various lots, under the above mentioned application numbers.

The Land Division Committee has approved the applications upon certain conditions, including the provision of easements for utilities and municipal services, where required. Certain easements have been identified as necessary over lands which are to be conveyed to Marpal Properties Limited but which are presently owned by the City. Marpal Properties Limited has agreed that the easements may be conveyed directly from The Corporation of the City of Mississauga prior to the conveyance of the lands to Marpal Properties Limited. This will also have the benefit of avoiding Planning Act difficulties.

RECOMMENDATION:

That a by-law be enacted to authorize execution of the following documents over part of Stavebank Road:

(a) An Easement in favour of The Regional Municipality of Peel for sanitary sewer and watermain purposes;
(b) An Easement in favour of Mississauga Hydro- Electric Commission for underground electrical power lines;
(c) An Easement in favour of Consumers' Gas Company Ltd. for gas pipe line works; and
(d) An Easement in favour of Rogers Cable TV Limited for service wires.

B.07.86119

Approved
See Recommendation OW-339-86 (L. Taylor)

36. Report dated September 2, 1986, from the City Clerk in response to a request for permanent easement by Hydro Mississauga over part of closed out part of Fifth Line West by By-law 904-81 registered as 600006. The Engineering Department has reviewed the request and are in favour of granting the easement.

RECOMMENDATION:

That a By-law be enacted authorizing execution of a Grant of Easement from the City of Mississauga in favour of Hydro Mississauga over part of the Fifth Line West south of Surveyor Road closed by By-law 904-81 registered as 600006 described as Parts 1, 2, 3 and 4 on Reference Plan 43R-9861.

E.02.02.04
F.02.03

Approved
See Recommendation OW-340-86 (T. Southorn)

37. Report dated September 3, 1986, from the City Clerk with respect to the proposed servicing for the Heritage Hills Subdivision, T-84024, it is necessary for the City to acquire an external easement from the Ontario Ministry of Government Services. The easement is for the purpose of constructing and maintaining a storm drainage channel. The location of the easement has been reviewed and approved by the Engineering Department. The cost of the permanent easement and temporary easement during the period of construction is $1,700.00 which funding for the acquisition will be at the developer's expense.

RECOMMENDATION:

That a By-law be enacted authorizing the execution of the "Application to Purchase Easement" for the sum of $1,700.00 together with any further documents required upon acceptance of the "Application" for lands described as Part of Lot 20, Concession 2, N.D.S., designated as Parts 10 and 11 (permanent easement) and Parts 21 and 22 (temporary working easement) on a preliminary reference plan prepared by David B. Searles Surveying Ltd. (File No. 50-6-85 - lands location within the Parkway Belt north of Highway 403/east of Mavis Road).

B.02.84024

Approved
See Recommendation OW-341-86 (L. Taylor)

38. Report 6-86 of the Public Vehicle Authority meeting held on September 9, 1986.

A.03.04.01

Amended
See Recommendations OW-342-86 to OW-346-86 (F. McKechnie)
(with the exception of Item 52 - See Item 1)

39. Report 7-86 of the Traffic Safety Council meeting held on September 24, 1986.

A.03.04.11.02

Approved
See Recommendations OW-347-86 to 361-86 (D. Cook)

The following additional report was considered by the Committee.

40. Report dated September 30, 1986, from the Acting Commissioner of Building/Zoning/Licensing in response to the following resolution adopted by Council at its meeting on September 22, 1986:

'Whereas Transport Canada are about to locate a temporary asphalt and concrete recycling operation and a contractors storage yard for construction equipment at Bramalea Road and Derry Road;
And whereas, our Business Development Department and Planning Department have not had an opportunity to commence on this use at this location;
Therefore be it resolved that Airport Manager, Mr. Warrick and Dufferin Construction be requested to withhold their request for an occupancy permit pending staff reports on this matter.'

An application for a Certificate of Occupancy was made to the City on July 21, 1986 by Dufferin Construction Company. This applications is for the purpose of operating a temporary portable concrete plan on 6.3 hectares of airport land located adjacent to the Fourth Line and zoned "M2-Section 1165."

Notwithstanding their M2 zoning designation, the land delineated as M2-Section 1165 in Schedule B of Zoning By-law 5500, as amended, shall be used by the Government of Canada, its lessees or licensees, for any use authorized by the Government of Canada or for any use which constitutes or is accessory to the operation of the Toronto International Airport. The proposed use is therefore acceptable and permitted under the zoning designation M2-Section 1165.

Attached was a copy of a letter to the Zoning Supervisor, Mr. John Oates, from the Airport Marketing Manager which confirms that Dufferin Construction Company has a lease agreement with the department of Transport for the purpose of operating the concrete plant. This lease will apparently expire on April 30, 1987, at which time the Department of Transport fully intends to enter into a new lease agreement, effective May 1, 1987. The new lease agreement will be for a term of at least ten (10) years and the site will be used for Dufferin's asphalt and concrete recycling operation and a work yard for storage of construction equipment.

Since the conditions for issuance of a Certificate of Occupancy have been satisfied, the City cannot legally withhold the issuance of the Certificate of Occupancy unless Transport Canada can be persuaded to cancel and/or refuse to extend Dufferin Construction Company's lease.

It may be of interest to the Committee members to note that Section 131(2) of Zoning By-law 5500, as amended, states that:

'When the proposed use is not prohibited by this By-law, Zoning Administrator shall issue a Certificate of Occupancy to the applicant."

Further under Section 133(1) the By-law states that:

'Every person who contravenes this By-law is guilty of an offence and on conviction is liable (a) on a first conviction to a fine of not more than $20,000 and (b) on a subsequent conviction to a fine of not more than $10,000 for each day or part thereof, upon which the contravention has continued after the day on which he was first convicted."

It is therefore a serious offence for the Municipality not to issue a Certificated of Occupancy where the proposed use is not in contravention of the Zoning By-law.

RECOMMENDATION:

(a) That a Certificate of Occupancy be issued to Dufferin Construction Company for the operation of a temporary portable concrete plant located adjacent to 4th Line East, south of Derry Road on the Lester B. Pearson International Airport lands.

(b) That should Council decided that this use is not desirable on a long term basis, the Mayor and Ward Councillor discuss this aspect directly with Transport Canada as soon as is reasonably possible.

The Committee was advised that a letter had been forwarded to the Airport and Dufferin Construction on or about September 26, 1986, advising them of the resolution passed on September 22, 1986; however, the Airport Manager's office advised by telephone today that the letter had not yet been received.

Mayor McCallion inquired what the procedure was for handling such requests on Airport lands and had the Airport approved this use without consulting the City. Mayor McCallion recommended that the matter be referred to Council without a recommendation so that she could get answers to these questions.

F.05.04.05

Referred to Council Without Recommendation

Recommendations: As per Report 12-86

Adjournment: 11:55 a.m.

OPERATIONS AND WORKS COMMITTEE — OCTOBER 1, 1986

REPORT 12-86

TO: THE MAYOR AND MEMBERS OF COUNCIL

The Operations and Works Committee presents it twelfth report and recommends:

OW-309-86 That the report dated August 26, 1986 from the Commissioner of Engineering and Works in response to the recommendations of the Coroner's Jury into the Death of Carlo Dicarlo be forwarded to the Chief Coroner for Ontario for information.

G.01.01
(OW-309-86)

OW-310-86 That the shrubs be replaced on the south side of the North Sheridan Way on condition that the residents accept responsibility for total maintenance and on the understanding that the City will not replace the shrubs a second time if they do not survive.

G.03.01
(OW-310-86)

OW-311-86 That the G. N. Johnston Equipment Co. Ltd. and Canon Corporation be advised that the City is prepared to remove the island opposite their driveway on Courtney Park Drive at a cost of $16,000 upon receipt of payment of $8,000 total from Canon Corporation and G. N. Johnston Equipment Co. Ltd.

F.02.01
(OW-311-86)

OW-312-86 That no change be made to the policy with respect to curb cut permits.

F.05.01
(OW-312-86)

OW-313-86 That the following policy on air conditioning installations in new residential developments be adopted:

(a) That future acoustical reports examine the predicted traffic noise for both the immediate and the projected five year traffic volumes as well as the ultimate traffic volumes when determining the requirements for air conditioning;

(b) That air conditioning be installed in new residential developments where the noise levels are expected to be above the guidelines within five years;

(c) That where the traffic volumes are not expected to generate noise levels that would require air conditioning for at least five years, provision is to be made in the heating system for the future installation of central air conditioning and that appropriate warning clauses be included in the registered Financial Agreement to advise homeowners and future purchasers that air conditioning may be required at some future date to satisfy the acoustical guidelines.

A.00.02.06
(OW-313-86)

OW-314-86 (a) (i) That $71,000.00 be returned to the unallocated balance of the Major Watercourse Improvement Reserve Fund from the 1980 Storm Sewer Oversizing Project (P.N. #80-960) and that this project be closed.

(ii) That $24,874.00 be returned to the unallocated balance of the Major Watercourse Improvement Reserve Fund from the 1982 Relief Storm Sewer Oversizing Project (P.N. #82-928) and that this project be closed.

(iii) That $4,675.00 be returned to the unallocated balance of the Old John Doe Reserve Fund from the 1983 Storm Sewer Oversizing Project (P.N. #83-942) and that this project be closed.

(iv) That $250,000.00 be returned to the unallocated balance of the Old John Doe Reserve Fund from the 1984 Storm Sewer Oversizing Project (P.N. #84-904).

(v) That $49,451.00 be returned to the unallocated balance of the New John Doe Reserve Fund from the 1985 Storm Sewer Oversizing Project (P.N. #85-903).

(b) (i) That $95,874.00 be allocated from the Major Watercourse Improvement to the construction of the West Branch of Sawmill Creek between Winston Churchill Blvd and the 403 (P.N. #84-220).

(ii) That $254,675.00 be allocated from the Old John Doe Reserve Fund to the construction of the West Branch of Sawmill Creek between Winston Churchill Blvd and the 403 (P.N. #84-220).

(iii) That $49,451.00 be allocated from the New John Doe Reserve Fund to the construction of the West Branch of Sawmill Creek between Winston Churchill Blvd and the 403 (P.N. #84-220).

(c) That by-laws be enacted to authorize the transfer of funds in accordance with (a) and (b) above.

(d) That the Erin Mills Development Corp. agree to pay any City costs in excess of the $400,000.00 budget amount prior to letting a tender for the work.

(e) That once a contract for the construction of the West Branch of the Sawmill Creek between Winston Churchill Blvd and Highway 403 has been awarded by the City, that the Servicing Agreement dated November 28, 1985, be amended to delete the Building Permit restriction on Lots 39 to 65 inclusive.

B.06.685.02
(OW-314-86)

OW-315-86 (a) That the Financial Agreement for Orlando Corp. (T-81040 - lands located north of Derry Road East and east of Dixie Road) indicate that no Watercourse Improvement Levies are to be paid to the City for this development and that a credit in the amount of $664,317.15 is to be afforded to 465348 Ontario Ltd. (Orlando Corporation) against the Major Road Improvement Levy.

(b) That the Financial Agreement for the future development on lands owned by Orlando Corporation bounded by Plan T-81040 to the north, Plan T-86029 to the south, Dixie Road to the west and Plan 43M-457 to the east indicate that no Watercourse Improvement Levies are to be paid to the City.

(c) That the Financial Agreement for Plan T-86029 (Tenure Inv. Ltd.) indicate that no Watercourse Improvement Levies are to be paid to the City for this development.

T-81040
T-86029
B.06.457.02
(OW-315-86)

OW-316-86 (a) That the Commissioner of Engineering and Works be authorized to complete the outstanding grading rectification works on Park Lot 211 - adjacent to Lot 159, Plan 43M-445, Sheridan Mills Subdivision, located east of Erin Mills Parkway and south of Britannia Road West at an estimated cost of $4,000.00.

(b) That the Commissioner of Engineering and Works be authorized to engage Allan C. Randles Limited for design and supervision of the corrective grading works at an estimated cost of $500.00.

(c) That the City Treasurer be authorized to draw on the developer's Letter of Credit to defray the costs incurred by the City pursuant to Recommendations (a) and (b).

B.06.445.02
(OW-316-86)

OW-317-86 That the Commissioner of Engineering and Works be authorized to draw on the Letter of Credit (current value $98,761.00) to complete the above ground deficiencies at an estimated cost of $25,000.00 for Mississauga Valleys Subdivision, Phase IV (lands located south of Burnhamthorpe Road/east of Hurontario Street).

B.01.08
B.01.11
(OW-317-86)

OW-318-86 That the Commissioner of Engineering and Works be authorized to draw on the Letter of Credit (current value $110,034.00) for the completion of outstanding above ground repairs at a cost of $25,652.00 in Mississauga Meadows, Phase I (Plan M-143) and $45,497.97 in Mississauga Meadows, Phase II (Plans M-144 and M-145) (lands located north of Burnhamthorpe Road/west of Cawthra Road).

B.06.143.02
B.06.144.02
(OW-318-86)

OW-319-86 That the Commissioner of Engineering and Works be authorized to complete the outstanding curb cuts, sidewalk repairs and asphalt resurfacing works at an estimated cost of $13,200.00 for All Nations Investments Limited (C.A.'B' 9-13/83-M, Plan 43R-10885, lands located on Indian Road/west of Indian Grove) and that the City Treasurer be authorized to draw on the Developer's Letter of Credit (current value of $15,892.25) to defray the costs incurred by the City.

B.07.83009
(OW-319-86)

OW-320-86 That the administrative fee be increased to twenty-five percent (25%) when drawing on Letters of Credit.

A.00.02.01
A.00.03.01
B.01.11
(OW-320-86)

OW-321-86 (a) That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to remove the heavy truck prohibition from Matlock Avenue between Mississauga Road and Falconer Drive.

(b) That the Engineering Department manufacture and erect directory signs on Alpha Mills Road at Mississauga Road, instructing heavy trucks delivering to Falconer Drive to use Matlock Avenue only.

(c) That prohibitive truck signs be posted on Matlock Avenue east of Falconer Drive restricting heavy trucks into the residential area.

F.06.04.06
(OW-321-86)

OW-322-86 That a by-law be enacted to amend Traffic By-law 444-79, as amended, to remove the parking prohibition from the south side of Truscott Drive from Kelly Road to Winston Churchill Boulevard.

F.06.04.02
(OW-322-86)

OW-323-86 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize prohibitive parking signs on Havenwood Drive to bring it into conformity with the Traffic By-law.

F.06.04.02
(OW-323-86)

OW-324-86 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to institute an all-way stop at the intersection of Fieldgate Drive and Ponytrail Drive.

F.06.04.05
(OW-324-86)

OW-325-86 That traffic control signals be installed at the intersection of The Collegeway and Winston Churchill Boulevard with the funds provided by the Erin Mills Development Corporation.

F.06.02
(OW-325-86)

OW-326-86 (a) That an all-way stop not be installed at Folkway Drive and Sawmill Valley Drive.

(b) That an all-way stop not be installed at Folkway Drive and Coppersmith Court.

F.06.04.05
(OW-326-86)

OW-327-86 (a) That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the installation of all-way stops at the intersections of Benedet Drive and Una Road; Benedet Drive and Vey Road; and Benedet Drive and the west leg of Poplar Crescent and to reduce the speed limit on Benedet Drive to 40 km/h.

(b) That Vey Road not be closed to vehicular traffic.

F.06.04.05
F.06.04.10
(OW-327-86)

OW-328-86 That no further action be taken at this time with respect to the renaming of Princess Street in Streetsville.

F.02.07
(OW-328-86)

OW-329-86 That the Community be requested for their input into the proposed name of "Old Stavebank Trail" for that portion of Stavebank Road between Premium Way and Queensway West.

F.02.07
(OW-329-86)

OW-330-86 That the Queensway West between Mavis Road and Glengarry Road not be renamed at this time.

F.02.07
(OW-330-86)

OW-331-86 That Mrs. Stanley Harkness be advised that the street names suggested for proposed Plan of Subdivision T-81040 (lands located east of Dixie Road north of Derry Road East) have not been approved.

T-81040
F.02.07
(OW-331-86)

OW-332-86 That the following names be added to the City of Mississauga Reserve Street Names List: Fenwick; Robinette; Waterhouse.

F.02.07
(OW-332-86)

OW-333-86 That Anton Kikas Limited be advised that the following names have been approved for street names in Subdivisions T-84009 and T-84012:

Astrella Aquarius Banff Cherrywood Fitzgerald

T-84009
T-84012
F.02.07
(OW-333-86)

OW-334-86 That First City Developments be advised that the following names have been approved for use in Subdivision T-86048 (lands located on the north side of Britannia Road West/west of Tenth Line):

Curlew Meadowlark Purple Finch Redpoll
Redwing Songsparrow

T-86048
F.02.07
(OW-334-86)

OW-335-86 The Everlast Construction be advised that Swerdon Drive has been approved for use as a street name in Subdivision T-84026 (lands located on Fifth Line West/north of Highway 401).

T-84026
F.02.07
(OW-335-86)

OW-336-86 That a by-law be enacted to appoint Mr. Leonard L. Addison, Mr. Duilo Rose and Mr. Brad Parliament as officers for enforcing Section 29a of The Game and Fish Act (which deals with leg hold traps).

L.07.01.02
(OW-336-86)

OW-337-86 That the application for a grant under the Termite Control By-law 741-81 made by the homeowner listed on Appendix 'A' attached to the report dated September 8, 1986, from the Acting Commissioner of Building, Zoning and Licensing be approved and that payment be authorized under the terms of the By-law upon satisfactory completion of the work.

A.02.03.03.07
(OW-337-86)

OW-338-86 That the application for a grant under the Termite Control By-law 741-81 made by the homeowner listed on Appendix 'A' attached to the report dated September 9, 1986, from the Acting Commissioner of Building, Zoning and Licensing be approved and that payment be authorized under the terms of the By-law upon satisfactory completion of the work.

A.02.03.03.07
(OW-338-86)

OW-339-86 That a by-law be enacted to authorize execution of the following documents with respect to Land Division Applications "B" 119/86-M to "B" 126/86-M - Marpal Properties Limited (Parts of Lots 11 and 12 Range 1, S.D.S. and Part of Lot 12, Range 2, S.D.S. and part of Stavebank Road between Morrison Avenue and Paisley Boulevard):

(a) An Easement in favour of The Regional Municipality of Peel for sanitary sewer and watermain purposes;
(b) An Easement in favour of Mississauga Hydro- Electric Commission for underground electrical power lines;
(c) An Easement in favour of Consumers' Gas Company Ltd. for gas pipe line works; and
(d) An Easement in favour of Rogers Cable TV Limited for service wires.

B.07.86119
(OW-339-86)

OW-340-86 That a by-law be enacted authorizing execution of a Grant of Easement from the City of Mississauga in favour of Hydro Mississauga over part of the Fifth Line West south of Surveyor Road closed by By-law 904-81 registered as 600006 described as Parts 1, 2, 3 and 4 on Reference Plan 43R-9861.

E.02.02.04
F.02.03
(OW-340-86)

OW-341-86 That a By-law be enacted authorizing the execution of the "Application to Purchase Easement" for the sum of $1,700.00 together with any further documents required upon acceptance of the "Application" for lands described as Part of Lot 20, Concession 2, N.D.S., designated as Parts 10 and 11 (permanent easement) and Parts 21 and 22 (temporary working easement) on a preliminary reference plan prepared by David B. Searles Surveying Ltd. (File No. 50-6-85 - lands location within the Parkway Belt north of Highway 403/east of Mavis Road).

B.02.84024
(OW-341-86)

OW-342-86 That the regular monthly meetings of the Public Vehicle Authority continue to be held at 10 a.m., with evening meetings being held when items of particular interest to the Industry as a whole, are to be discussed.

A.03.04.11.03
(PVA-49-86)

OW-343-86 That the report dated February 14, 1985, from Mr. A. Franks, Commissioner of Building and Mr. L. W. Stewart, City Solicitor, relating to hearings before the Ontario Highway Transport Board, be received for information.

L.08.01
(PVA-50-86)

OW-344-86 (a) That the City of Mississauga object to the request from Total Information Inc. for a Public Vehicle Operating Licence for the following reasons:

(1) that the application is ill defined, and the operation of this service between the City of Scarborough and Lester B. Pearson International Airport will threaten the Taxicab and Limousine Industry in Mississauga and Metropolitan Toronto.

(2) that this application is simply a way of infiltrating the market in hopes of operating as a taxicab

(b) That Mayor McCallion be requested to send a letter to Metropolitan Toronto indicating that the City of Mississauga is opposing the application because it is a threat to both the Mississauga and Metropolitan Toronto Taxicab Industry.

(c) That Mayor McCallion be requested to set up a meeting with the Minister of Transportation and Communications, with a view to discussing the concerns of the Mississauga Taxicab Industry as they relate to Ontario Highway Transport Board applications.

L.08.01
(PVA-51-86)

OW-345-86 That the report dated August 29, 1986 from Mr. A. E. McDonald, Acting Commissioner of Building, Zoning and Licensing, relating to a survey of commercial and industrial businesses, on the present level of taxicab service in the City of Mississauga, be received for information.

L.08.02
(PVA-53-86)

OW-346-86 (a) That no action be taken at this time regarding the health hazard of buses left idling beside the taxicab stand at Square One.

(b) That staff prepare a further report to the Public Vehicle Authority upon completion of discussions with Hammerson Canada Ltd. and City Staff regarding possible relocation of the taxicab stand within the Square One complex.

L.08.01
(PVA-54-86)

OW-347-86 That the deputation of Mr. Christopher Guest, Principal, The Canadian Traffic Safety School, to the Traffic Safety Council on September 24, 1986, outlining his proposal for the proposed Canadian Traffic Safety School, be received for information.

F.06.03.01
(TSC-65-86)

OW-348-86 (a) That a temporary Crossing Guard be placed on Bough Beeches Boulevard at Sts. Martha and Mary School as soon as possible.

(b) That the Site Inspection Subcommittee of the Traffic Safety Council be requested to carry out a site inspection on Bough Beeches Boulevard at Sts. Martha and Mary School prior to the Crossing Guard being placed at this location to determine the safe gap time for this area.

(c) That the Site Inspection Subcommittee of the Traffic Safety Council be requested to carry out a further site inspection at this location following the placing of the Crossing Guard to determine if a crossing guard is warranted at this location.

F.06.03.02
(TSC-66-86)

OW-349-86 That the verbal report of Mrs. B. Gates, Peel Board of Education to the Traffic Safety Council on September 24, 1986, with respect to a request for a Crossing Guard at Bud Gregory Blvd. and Central Parkway, be received for information.

F.06.03.02
(TSC-67-86)

OW-350-86 That pursuant to a request from Councillor D. Cook, the Site Inspection Subcommittee of the Traffic Safety Council be requested to carry out a site inspection at Dundas Street and Argyle Road to determine if a Crossing Guard is warranted at this location.

F.06.03.02
(TSC-68-86)

OW-351-86 That pursuant to a request from Councillor D. Cook, the Site Inspection Subcommittee of the Traffic Safety Council be requested to carry out a site inspection at Pathfinder Drive and Corsair Road, to determine if a Crossing Guard is warranted at this location.

F.06.03.02
(TSC-69-86)

OW-352-86 That pursuant to a request from Mr. R. J. Scott, Manager of Transportation, The Dufferin-Peel Roman Catholic Separate School Board, the Site Inspection Subcommittee of the Traffic Safety Council be requested to carry out a site inspection at Dixie Road and Rathburn Road, to determine if any safety hazards exist at this location.

F.06.03.02
(TSC-70-86)

OW-353-86 That pursuant to a letter dated September 13, 1986, from Diane Harris, Chairman, Cashmere Avenue Parents Association, the Site Inspection Subcommittee of the Traffic Safety Council be requested to carry out a site inspection in the Paisley Blvd. West - Palisander Avenue area, to determine if a Crossing Guard is warranted in this location.

F.06.03.02
(TSC-71-86)

OW-354-86 That the list of outstanding site inspections as set out in the Traffic Safety Council Agenda of September 24, 1986, be received for information.

F.06.03.02
(TSC-72-86)

OW-355-86 That the memorandum dated September 17, 1986, from from John W. Thomas, Traffic and Transportation Engineer, to the Traffic Safety Council, regarding Cawthra Road and the C.N.R. Railroad Crossing, be received for information.

F.06.03.02
(TSC-73-86)

OW-356-86 (a) That a temporary Crossing Guard be placed at Clarkson Road and the C.N.R. Railway Tracks pending a reinspection of this area in January 1987.

(b) That the Site Inspection Subcommittee of the Traffic Safety Council be requested to reinspect Lakeshore Road and Clarkson Road under winter conditions, to determine if a Crossing Guard is warranted at this location.

(c) That a Crossing Guard not be placed at Clarkson Road and Penguilley Place at this time, as warrants are not met.

F.06.03.02
(TSC-74-86)

OW-357-86 (a) That a Crossing Guard not be placed at Homelands Drive at the walkway through Thornlodge Park at this time, as warrants are not met.

(b) That the area of Homelands Drive at the walkway through Thornlodge Park be reinspected under winter conditions to ensure that the pathway is kept open.

F.06.03.02
(TSC-75-86)

OW-358-86 That the request dated September 11, 1986, from Mrs. G. Khalid, Principal, St. Louis School, 1450 Lewisham Drive, Mississauga, asking for student bus patrollers at St. Louis School, be approved.

F.06.03.05
(TSC-76-86)

OW-359-86 That the Site Inspection Subcommittee of the Traffic Safety Council be requested to carry out a site inspection on Copenhagen Road at the entrance to Glen Eden Park to determine if a Crossing Guard is warranted at this location.

F.06.03.02
(TSC-77-86)

OW-360-86 That the letter dated September 16, 1986, from Larry E. Button, Regional Clerk setting out the following resolution of Regional Council, be received for information.

"That the correspondence from the Ministry of Transportation and Communications dated August 11, 1986, be received, and referred to Public Works staff for a report to Committee of the Whole, including the costs and benefits of paved sections for cyclists used on roadways in London, Ontario;

And Further, that this matter be referred to the Traffic Safety Councils of the Region's area municipalities for comment."

F.06.03.05
(TSC-78-86)

OW-361-86 That the Site Inspection Subcommittee of the Traffic Safety Council be requested to carry out a site inspection on Battleford Road between Corfu Road and Glen Erin Drive, to determine if a Crossing Guard is warranted at this location.

F.06.03.02
(TSC-79-86)

October 15 1986

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

WEDNESDAY, OCTOBER 15, 1986, 9:30 A.M.

COUNCIL CHAMBERS

Members: Councillor H. Kennedy
Councillor L. Taylor (Chairman)
Councillor F. McKechnie
Councillor D. Culham
Councillor D. Cook
Councillor T. Southorn
Mayor H. McCallion (Ex-Officio)

Prepared by: Linda Mailer, Clerk's Department
Date: October 9, 1986

Committee Members are requested to contact the appropriate Department Heads prior to the meeting if greater explanation or detail is required with regard to any item on this agenda.

INDEX - OPERATIONS AND WORKS COMMITTEE - OCTOBER 15, 1986

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1.	A.00.02.01	Limited Draws on Developers' Securities - Delegation to Staff
2.	B.06.642.02	Markborough Properties Limited - Defer Acoustical Fence on Various Lots
3.	B.06.696.02	Erin Mills Development Corporation - Reduction in Minimum Rear Yard Setback
4.	B.06.533.02	Airport Corporate Centre - Draw on Securities
5.	B.06.209.02	Talka Subdivision Phase I - Assumption of Municipal Works
6.	B.06.209.02	Talka Subdivision Phase II - Assumption of Municipal Works
7.	B.06.572.02	Alcester Investments Limited - Assumption of Municipal Works
8.	OZ/40/83	The Queensway/Cawthra Car Wash - Assumption of Municipal Works
9.	B.01.08	Deldi Homes Limited - Assumption of Municipal Works
10.	F.02.07	Private Street Name - Lester B. Pearson International Airport - Silver Dart Drive
11.	F.02.07 T-86005	Street Names - John Bousfield Associates - Draft Plan of Subdivision T-86005
12.	F.02.07 T-86009	Street Names - Kee Group Inc./Goodman Family
13.	F.02.07 T-85041	Street Name - Poets Walk Developments Inc.
14.	F.02.07 T-80047	Street Names - The Planning Management Group Ltd.
15.	F.06.04.02	Martel Court and Sherobee Road - Extended On Street Parking
16.	F.06.04.02	Birchview Drive/south of Indian Road - Parking Prohibition

17.	F.06.04.02	Mikeboro Court - Parking Prohibition
18.	F.06.04.02	Alexandra Avenue - Parking Prohibition
19.	F.06.04.02	Leilani Drive - Parking Prohibition
20.	L.07.01.04	Mini-Bikes
21.	L.01.06	Temporary Trailer - 6500 Northwest Drive - TCI-Superior
22.	F.04.06.01	Bell Canada Easement - north side of Truscott Drive/west of Lewisham Drive
23.	E.04.03.03.02	Antenna Agreement - Hydro Mississauga and Transit - 3650 Kaneff Crescent
24.	J.05.810.04.13	Conveyance to Region - Britannia Road West
25.	A.02.03.04.02	Surplus Ministry of Government Services Lands - Proposed Drew Road Extension
26.	F.06.03.05	Cyclists on Public Highways - Resolution from City of Hamilton
27.	F.04.04	Hydro Mississauga - Stakeout Responses
28.	F.06.04.02	Parmeer Drive/Brigantine Avenue/Claymore Crescent Rosemary Drive - Parking Prohibition

CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE — OCTOBER 15, 1986

DEPUTATIONS - NIL

MATTERS FOR CONSIDERATION:

1. Report dated September 30, 1986, from the Commissioner of Engineering & Works with respect to delegating authority to Commissioner of Engineering and Works Department for limited draws on developers securities for the rectification of minor lot grading items in new residential subdivisions.

With the large volume of house construction now taking place within Mississauga and the resultant shortage of labour and materials and the rush to have these homes occupied, the Engineering and Works Department have been receiving numerous calls to assist home purchasers in completing the lot grading and other minor items of work which are the responsibility of the developer.

The current procedure is for one of the inspectors to visit the site to establish whether remedial works are required and the extent of those works. Notice is then given to the developer to undertake the works (2 - 3 weeks), and if no response is received to report to Council (2 - 4 weeks), after which time the work can be scheduled (an additional 1 - 3 weeks).

The same procedure must be followed whether the works are minor or major in nature. A considerable amount of time and effort is required within the Engineering Department, the Clerks Department, and on the part of Council for each report.

The several weeks delay often result in repeat calls, home owner and staff frustration and in many cases calls to Councillors' offices. Small problems are sometimes "blown out of proportion because of the delay. Moreover, there is little incentive on the developer to act until after Council has passed the resolution as they are fully aware that the City's "hands are tied" until this has taken place.

In order to resolve minor problems more quickly, (minor meaning up to $1,500 per lot) it would be expedient for the Commissioner of Engineering and Works or his designate to have the authority to draw from the developer securities to complete the required works without having to report to Council each time a draw is made. Major problems (those in excess of $1,500.00 per lot) would still be reported to Council.

Prior to any draw the developer and their consultant would have to be advised by registered letter and given a period of ten working days in which to commence the works. (Copies of the letter would go to the Ward Councillor, the City Manager and the Treasury Dept.) If, after this period the work has not been started, then the repair works will be scheduled by the Commissioner using City forces or City contractors. Upon completion of the works the final amounts will be totalled and Treasury asked to withdraw the necessary funds from the developers securities and place it in the appropriate works account.

RECOMMENDATION:

(a) That the Commissioner of Engineering and Works or his designate be authorized to draw from developers securities where deemed necessary for the completion of lot grading works within new residential subdivisions where the estimated value of the works is less than $1,500 per lot;
(b) That the Commissioner of Engineering and Works or his designate be authorized to retain consultants as necessary to supervise the repair works being carried out at a cost of up to 10% of the cost of the works.

A.00.02.01

RECOMMEND ADOPTION

2. Report dated September 30, 1986, from the Commissioner of Engineering & Works in response to a request from Markborough properties for a deferral of the acoustical fence on various lots in Markborough Properties Limited Subdivision, Plan 43M-642, located north of Eglinton Avenue West and west of Creditview Road. Condition 3f and 3g of Schedule C of the Servicing Agreement for Plan 43M-642 states respectively that:

"Prior to the issuance of building permits for Lots 76 to 88 and Block 236, the acoustical fence with the proper notification sign must be constructed to the satisfaction of Commissioner of Engineering and Works".
"Prior to the issuance of building permits for Lots 38 to 75, 1 and 231, the acoustical fence and berm and the proper notification sign must be constructed to the satisfaction of the Commissioner of Engineering and Works".

The developer, Markborough Properties Limited, is in the process of arranging for the construction of a concrete encased electrical duct bank on a 2.0 metre hydro easement adjacent to Creditview Road on Lots 1 and 231 and Block 236. The builder, Yorkwood Homes, is anxious to commence construction of homes on these lots and the Engineering and Works Department have reviewed this matter and have no objection to the deferral of the construction of the acoustical fences and berms adjacent to the proposed electrical duct banks under certain conditions.

RECOMMENDATION:

That not withstanding Condition 3f and 3g of Schedule C of the Servicing Agreement for Plan 43M-642, located north of Eglinton Avenue West and west of Creditview Road, the developer, Markborough Properties Limited be permitted to defer the construction of the acoustical fence on Block 236 and the acoustical fence and berm on Lots 1 and 231 until the electrical duct bank works are completed on the followings conditions:

(a) that a restriction be registered on the individual lots prohibiting the transference of title of the lots to private homeowners prior to the completion of the acoustical fences and berms on these lots; and
(b) that each purchase and sale agreement contain an acknowledgement by the future homeowner that they are aware of the details of the acoustical fence and berm construction.

B.06.642.02

RECOMMEND ADOPTION

3. Report dated October 1, 1986, from the Commissioner of Engineering & Works in response to a request by Erin Mills Development Corporation to amend Condition 2d of Schedule C of the Servicing Agreement for Plan 43M-696, Erin Mills West - Neighbourhood 502, located south of Burnhamthorpe Road West and west of Winston Churchill Boulevard. This condition states that "prior to the issuance of building permits for the following lots, the site plan shall indicate that the minimum rear yard setback is 20.0 metres or greater: Lots 51 to 65, all inclusive. The noise consultant for this project has recalculated the acoustical requirements for the above lots that back onto Ridgeway Drive and confirms that a 15.0 metre minimum setback would be acceptable.

RECOMMENDATION:

That notwithstanding the requirements of Condition 2d of Schedule C of the Servicing Agreement for Plan 43M-696, Erin Mills West - Neighbourhood 502, located south of Burnhamthorpe Road West and west of Winston Churchill Boulevard, the developer, Erin Mills Development Corporation be notified that the minimum rear yard setback for Lots 51 to 65 inclusive will be 15.0 metres.

B.06.696.02

RECOMMEND ADOPTION

4. Report dated October 9, 1986, from the Commissioner of Engineering & Works with respect to a draw on the developer's securities for the completion of road repairs in Plan 43M-533, Airport Corporate Centre, Phase I Subdivision, located north of Eglinton Avenue East and east of Dixie Road. Under the terms of the Servicing Agreement, Airport Corporate Centre Inc. is responsible for the maintenance of the roads within the subdivision throughout the term of this agreement. The consulting engineer, Urban Engineering Consultants, have indicated that they have been unable to arrange for the repair of numerous road settlements through the developer. Staff prepared a letter to the developer requesting that the outstanding road repairs be undertaken by October 20, 1986.

RECOMMENDATION:

That the Commissioner of Engineering and Works be authorized to complete the outstanding road rectification works in Plan 43M-533, Airport Corporate Centre Phase I Subdivision, located north of Eglinton Avenue East and east of Dixie Road at an estimated cost of $27,000.00 if the developer fails to complete these repairs by October 20, 1986 and that the City Treasurer be authorized to draw on the developer's Letter of Credit to defray the costs incurred by the City.

B.06.533.02

RECOMMEND ADOPTION

5. Report dated September 18, 1986, from the Commissioner of Engineering & Works with respect to the Assumption of the municipal works for Talka Subdivision, Phase I, Plan M-209, located north of Lakeshore Road West and east of Clarkson Road. As far as the Engineering and Works Department is concerned, the developer has complied with all the requirements of the Engineering Agreement for the installation of municipal services.

The Region of Peel has indicated that they will accept an amount of $17,625.00 as cash-in-lieu of rectification of the remaining deficiencies with respect to the watermain services in Plan M-209. The developer has authorized that this amount be drawn from the Letter of Credit currently valued at $93,854.84.

RECOMMENDATION:

(a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Engineering Agreement for Talka Subdivision, Phase I, Plan M-209, located north of Lakeshore Road West and east of Clarkson Road.

(b) That the City Treasurer be directed to draw an amount of $17,625.00 from the Letter of Credit for Plan M-209 (current value $93,854.84) and forward this amount to the Region of Peel for the rectification of the remaining watermain deficiencies in Talks subdivision.

(c) That the remaining securities for the Engineering Agreement for Plan M-209 be released to the developer, Phi International Incorporated.

(d) That a by-law be enacted establishing the road allowance within Plan M-209 as public highway and part of the municipal system of the City of Mississauga.

This report was on the Operations and Works Committee Agenda of October 1, 1986, and deferred at the request of Councillor P. Mullin.

B.06.209.02

DIRECTION REQUIRED

6. Report dated September 18, 1986, from the Commissioner of Engineering & Works regarding the assumption of municipals works for Talka Phase II, Plans 43R-3829 and 43R-8261 (located north of Lakeshore Road West/east of Clarkson Road). As far as the Engineering and Works Department is concerned, the developer has complied with all the requirements of the Engineering Agreement for the installation of municipal services.

RECOMMENDATION:

(a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Engineering Agreement for Talka Phase II, Plans 43R-3829 and 43R-8261, Johnsons Lane and Andros Boulevard (located north of Lakeshore Road West/east of Clarkson Road).

(b) That the remaining securities for the Engineering Agreement for Plans 43R-3829 aNd 43R-8261 be released to the Developer, Phi International Incorporated.

This report was on the Operations and Works Committee Agenda of October 1, 1986, and deferred at the request of Councillor P. Mullin.

B.06.209.02

DIRECTION REQUIRED

7. Report dated October 7, 1986, from the Commissioner of Engineering & Works with respect to the assumption of the municipal works constructed by Alcester Investments in the industrial subdivision, Plan 43M-475, located south of Derry Road East and west of Tomken Road. Under the terms of the Servicing Agreement, the developer was required to complete top course asphalt and the remaining above ground works in the subject development on or before June 30, 1984, however, at the time it was not feasible to conform to this deadline because of the depressed industrial market. On August 14, 1985, City Council adopted a recommendation for a new completion date of September 1, 1986. Again, it was not practical to conform to the revised deadline, because of the building activity underway within the subdivision.

At this time, the developer has now completed the maintenance period for the underground services and the outstanding above ground services have been reviewed and can be completed at this time for $131,744.00. The Engineering and Works Department has received a cash contribution in the amount of $131,744.00 from Alcester Investments. It is recommended that the funds be placed in an interest bearing reserve account with the intent that the interest earned will partially offset the inflationary costs of these works in the future.

A Letter of Credit has been received in the amount of $58,000.00 from Alcester Investments to guarantee issuance of final grading certificates, municipal services protection deposits, boulevard topsoil and sodding, and a surveyor's certificate.

RECOMMENDATION:

(a) That the City of Mississauga assume the municipal services constructed by Alcester Investments, under the terms of the Servicing Agreement for Plan 43M-475, located south of Derry Road East and west of Tomken Road.

(b) That the City Treasurer be authorized to deposit $131,744.00 cash contribution in an interest bearing account for use by the Engineering and Works Department for the completion of the above ground services in Plan 43M-475 when the building construction on the blocks has been satisfactorily completed.

(c) That upon receipt of final grading certificates for all blocks, and a surveyors' certificate from the developer's consulting engineer, Skira and Associates Ltd., the City release the Letter of Credit in the amount of $58,000.00 to the developer, Alcester Investments.

(d) The City Treasurer be authorized to release the current Letter of Credit for Plan 43M-475 presently valued at $323,302.19.

(e) That a by-law be enacted to establish the road allowance within Plan 43M-475 as public highway and part of the municipal system.

B.06.475.02

RECOMMEND ADOPTION

8. Report dated october 7, 1986, from the Commissioner of Engineering & Works with respect to the assumption of the municipal works for The Queensway/Cawthra Car Wash, OZ/40/83, Plan 43R-11602, located north of the Queensway East and west of Cawthra Road. As far as the Engineering and Works Department is concerned, the developer has complied with all the requirements of the Servicing Agreement for the installation of municipal services.

RECOMMENDATION:

That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for the Queensway/Cawthra Car Wash, OZ/40/83, Plan 43R-11602, located north of The Queensway East and west of Cawthra Road and that the securities (current value $11,228.80) for the Servicing Agreement for OZ/40/83 be released to the developer, Ivan J. Barber.

OZ/40/83

RECOMMEND ADOPTION

9. Report dated September 30, 1986, from the Commissioner of Engineering & Works regarding the assumption of the municipal works for Deldi Homes Limited, located at the southwest corner of Dorcas Street and Goreway Drive. As far as this department is concerned, the applicant for this division of land has complied with all the requirements for the installation of municipal services.

The Engineering and Works Department has had no response to correspondence from Deldi Homes Limited and therefore the municipal works for this division of land should be assumed and the cash securities in the amount of $604.00 be transferred to the Region of Peel to offset an outstanding invoice.

RECOMMENDATION:

That the City of Mississauga assume the municipal work as constructed by Deldi Homes Limited, under the terms of the application for the division of land, C.A."B" 120/73, located at the southwest corner of Dorcas Street and Goreway Drive and that the City Treasurer be authorized to draw on the remaining cash securities in the amount of $604.00 and transfer these funds to the Region of Peel to offset an outstanding invoice.

B.01.08

RECOMMEND ADOPTION

10. Report dated September 8, 1986, from the Commissioner of Engineering & Works regarding a proposed street name for a private road extension of Orlando Drive/west of Airport Road. The submission was reviewed by the Region of Peel Street Names Committee on September 3, 1986 and approved.

RECOMMENDATION:

That M.O.R.R. Group Associates be advised that Silver Dart Drive has been approved as the name for the private street in the new Cargo Area (Area 5) of the Lester B. Pearson International Airport.

This report was included on the agenda of October 1, 1986, and deferred at the request of Councillor F. McKechnie.

F.02.07

DIRECTION REQUIRED

11. Report dated October 2, 1986, from the Commissioner of Engineering & Works with respect to street names proposed for draft plan of subdivision T-86005, lands located at the northwest corner of Eglinton Avenue West/McLaughlin Road by John Bousfield Associates Limited.

RECOMMENDATION:

That the following street names be approved for use proposed plan of subdivision T-86005, lands located at the northwest corner of Eglinton Avenue West/McLaughlin Road:

Astro	Rising Star	Observatory	Sunray
Palomar	Sunrise	Planet Way	Zodiac
Quasar			

T-86005
F.02.07

RECOMMEND ADOPTION

12. Report dated October 2, 1986, from the Commissioner of Engineering & Works with respect to street names submitted for Plan of Subdivision T-86009 (Keep Group Inc. - Goodman Family), lands located north of Eglinton Avenue West between Second Line West and McLaughlin Road.

RECOMMENDATION:

That the following street names be approved for use in Plan of Subdivision T-86009 (Keep Group Inc. - Goodman Family), lands located north of Eglinton Avenue West between Second Line West and McLaughlin Road:

Amesbury Avenue	Heatherleight	Astwell
Maryport	Bromfield	Methwood
Cardington Crescent	Ravenstone	Catterall
Richborough Crescent	Castlebury Crescent	Stapleford
Charminster	Warwickshire	Dartmoore
Whitfield	Fairford Streetl	Winterton Way
Guildwood Way		

T-86009
F.02.07

RECOMMEND ADOPTION

13. Report dated October 1, 1986, from the Commissioner of Engineering & Works with respect to a street name submitted for Poets Walk Developments Inc. T-85041, lands located south of Bristol Road West on the west side of Durie Road.

RECOMMENDATION:

That Poets Walk be approved for use in Poets Walk Developments Inc. T-85041, lands located south of Bristol Road West on the west side of Durie Road.

T-80541
F.02.07

14. Report dated October 2, 1986, from the Commissioner of Engineering & Works with respect to proposed street names for the Rogers Telecommunications Limited Subdivision T-80047 (lands located on the south side of Burnhamthorpe Road West/east of Mavis Road):

RECOMMENDATION:

That Councillor L. Taylor meet with The Planning Management Group and Rogers Telecommunications Limited to choose seven names for streets within Plan of Subdivision T-80047 (lands located on the south side of Burnhamthorpe Road West/east of Mavis Road) and submit a plan to the Engineering Department when a decision has been made:

Adwell Crescent
Ghandi
Arnstein
Italia
Chapman Street
Serife
Demolay
Vega
Fornax
Gemini
Andromeda
Grandcove Circle
Callisto
Roma
Daneshill Court
Spidola
Fasdon
Zambri
Africa
Grappa
Bateau
Jutland
Commonwealth
Shipka
Erskine Crescent
Zagreb

T-80047
F.02.07

RECOMMEND ADOPTION

15. Report dated September 24, 1986, from the Commissioner of Engineering & Works regarding extended parking on Martel Court and Sherobee Road.

The Engineering Department is in receipt of requests to permit extended 12-hour overnight parking on Martel Court and on a portion of Sherobee Road. Each of the locations have been reviewed by Engineering personnel, using the criteria for extended parking adopted by City Council on May 14, 1984. Extended on-street parking will only be considered in developments where the individual unit has less than two on-site parking spaces and cannot develop additional on-site parking. The results of the review are outlined in the report.

RECOMMENDATION:

(a) That extended parking for 12-hours not be permitted on Martel Court.

(b) That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize 12-hour parking on the north and east sides of Sherobee Road, between a point 55 metres (180 feet) east of Hurontario Street and a point 185 metres (607 feet) east and southerly.

(c) That prohibitive parking signs be installed on the north side of Sherobee Road between Hurontario Street and a point 55 metres (180 feet) east.

F.06.04.02

RECOMMEND ADOPTION

16. Report dated September 22, 1986, from the Commissioner of Engineering & Works with respect to a parking prohibition on Birchview Drive, south of Indian Road.

The Engineering Department has received a request from Mr. Kircheis to install prohibitive parking signs at the above noted location. Mr. Kircheis is concerned with the number of vehicles which park on Birchview Drive, south of Indian Road, on Sundays as a result of insufficient parking at "Assyrian Church of the East", 1155 Indian Road.

The Department has investigated and found several vehicles parked on Indian Road and a few parked on Birchview Drive, in front of Mr. Kircheis' home. Indian Road is constructed with thirty-two feet (9.8 m) of pavement capable of supporting parking on one side while still maintaining two through lanes of traffic. However, when parking occurs on Birchview close to the intersection, it creates congestion in the intersection.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize a parking prohibition on both sides of Birchview Drive, two hundred feet (60 m) south of Indian Road.

F.06.04.02

RECOMMEND ADOPTION

17. Report dated September 22, 1986, from the Commissioner of Engineering & Works in response to a petition from area residents to prohibit parking on Mikeboro Court between the hours of 7:00 p.m. to 7:00 a.m., Monday to Saturday.

This petition included signatures from eighteen of the twenty-four residential dwellings on the court or 75%. Only two-thirds or 66% majority is required for approval of the affected residents.

The petitioner's representative, Mr. Brian Higgins, explained that patrons of the local restaurant/tavern are consistently parking on Mikeboro Court in the p.m. hours. Mr. Higgins also stated that the presence of parked vehicles on Mikeboro Court severely restricts access for the residents.

The Engineering Department can support this request based on the concurrence of 75% of the affected residents. It is also noted that this prohibition will help reduce on-street congestion for snow removal during winter months. Also, parking is currently prohibited on both sides of Given Road from Dundas Street to the south intersection of Whitchurch Mews, therefore, the current problem on Mikeboro Court will not be relocated to Given Road.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize a parking prohibition on both sides of Mikeboro Court from 7:00 p.m. to 7:00 a.m., Monday to Saturday.

F.06.04.02

RECOMMEND ADOPTION

18. Report dated October 6, 1986, from the Commissioner of Engineering & Works in response to a petition from area residents to prohibit parking on one side of the entire length Alexandra Boulevard/Avenue. The petition was submitted last year and the request denied because a majority of the residents did not sign the petition. However, recently there has been an increase in complaints of on street congestion. Subsequently the petition was reviewed and determined that the section of Alexandra Avenue from Alexandra Boulevard to Third Street did receive the signatures of the majority.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to prohibit parking anytime on the east side of Alexandra Avenue from Alexandra Boulevard to Third Street.

F.06.04.02

RECOMMEND ADOPTION

19. Report dated October 6, 1986, from the Commissioner of Engineering & Works regarding a parking prohibition on the north side of Leilani Drive/west of Constitution Boulevard where traffic is obstructed by vehicles parking on both sides.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to prohibit parking anytime on the north side of Leilani Drive from Constitution Boulevard to Orcades Crescent.

F.06.04.02

RECOMMEND ADOPTION

20. Report dated October 2, 1986, from the City Solicitor regarding problems with mini-bikes.

From time to time over the past years the City has received complaints concerning motorized recreational vehicles, or off-road vehicles driving around the Credit River valley lands, Ontario Hydro lands, parks and private lands. Mini-bikes, trail bikes, three wheelers, and four wheel drive vehicles all come within the definition of off-road vehicles. Several specific complaints were about such vehicles driving in the Credit River valley, in 1984 and 1985. In the past year or two the City has posted signs and the Regional Police have increased their activities to control this nuisance.

The results have been favourable. The City By-law Enforcement section has not received any complaints in the past year. The police have been following up and continuing their patrols and report "no unusual activities with respect to off-road vehicles".

The end result of the increased activities of the Recreation and Parks Department staff of Regional Police and of other City staff seems to be a much reduced problem, evidenced by the fact that complaints lately have been practically non-existent.

RECOMMENDATION:

That the report dated October 2, 1986, from the City Solicitor with regard to mini-bikes in the City, be received.

F.06.04.02

RECOMMEND ADOPTION

21. Report dated September 29, 1986, from the Acting Commissioner of Building, Zoning and Licensing in response to a request for a temporary trailer at 6500 Northwest Drive to the end of January 1987 required to accommodate new staff at TCI-Superior.

RECOMMENDATION:

That TCI-Superior be permitted to locate a temporary trailer at 6500 Northwest Drive until February 1, 1987, subject to all conditions of the Building Department with respect to safety and provision of adequate housekeeping arrangements to prevent accumulation of garbage and debris in and around the trailer.

L.01.06

RECOMMEND ADOPTION

22. Report dated September 25, 1986, from the City Clerk in response to a request by Bell Canada for an easement over part of Block I, on R. P. 655 further described as Part 1 on Plan 43R-13834, Sheridan Creek Crossing for their sub-surface conduit cable crossing the Sheridan Creek drainage control channel. The Engineering Department has reviewed the request by Bell Canada and has agreed to the location and granting of the permanent easement for their facilities.

RECOMMENDATION:

That a by-law be enacted to authorize execution of a Grant of Easement between the City of Mississauga and Bell Canada over part of the Sheridan Creek drainage control channel described as Part of Block I, R.P. 655, further described as Part 1 on Reference Plan 43R-13834 located on the north side of Truscott Drive, west of Lewisham Drive.

F.04.06.01

RECOMMEND ADOPTION

23. Report dated October 7, 1986, from the City Clerk regarding the Operations and Works Committee regarding an Antenna Agreement between Hydro Mississauga and the City of Mississauga, 3650 Kaneff Crescent. At its meeting on July 7, 1986, Council enacted By-law 700-86, authorizing the execution of a lease extension agreement with Peel Condominium Corporation 232 with respect to the premises at 3650 Kaneff Crescent for the radio transmission equipment of the Mississauga Transit Department.

Hydro Mississauga wishes to mount a two-way radio communication antenna on the Transit communications mast at the subject location. The use of the Transit mast will greatly improve Hydro's radio communications.

Mississauga Transit agreed to Hydro Mississauga's request and instructed the Legal Department to prepare an appropriate Antenna Agreement. Both Peel Condominium Corporation 232 and its agent, Kaneff Properties Ltd., concur with the proposal. The annual rent payable to the City will be $850.00.

It should be pointed out that the rental to the City is only for the use of the Transit Mast. Hydro Mississauga is leasing a separate room from the condominium corporation to house its communications equipment at an annual rental of $4,800.00, similar to the rental paid by the Transit and Fire Departments.

RECOMMENDATION:

That a by-law be enacted to authorize execution of the Agreement between the Corporation of the City of Mississauga and the Mississauga Hydro Electric Commission with regard to the installation, maintenance and operation of an antenna at 3650 Kaneff Crescent.

E.04.03.02

RECOMMEND ADOPTION

24. Report dated October 7, 1986, from the City Clerk regarding request from the Region of Peel for a conveyance of part of Britannia Road West, Part of Lot 1, Registrar's Compiled Plan 1541, Part 1, 2 and 3 on Reference Plan 43R-9210, which lands are located at the southwest corner of Britannia Road West and Winston Churchill Boulevard. The property was acquired in May, 1983, by the City gratuitously from the developer for intersection improvements. The request has been reviewed by the Engineering Department who are in favour of the conveyance as Britannia Road West located west of Hurontario Street has the status of a Regional road under Regional jurisdiction.

RECOMMENDATION:

That a by-law be enacted to authorize execution of the Transfer of Land to the Regional Municipality of Peel for lands located at the southwest corner of Britannia Road West and Winston Churchill Boulevard described as Part of Lot 1, Registrar's Compiled Plan 1541 further described as Parts 1, 2 and 3 on Reference Plan 43R-9210.

J.05.810.04.13

RECOMMEND ADOPTION

25. Report dated September 26, 1986, from the City Clerk regarding surplus lands for the proposed Drew Road Extension. As part of the disposal of surplus land, the City had advised the Ministry of Government Services that it had no interest in acquiring the property but would require as a condition of development, lands required to form part of the entrance and daylighting triangle for the future Drew Road extension. The Ministry of Government Services has advised that they wish to complete the conveyance to the City prior to the disposal of the lands and are prepared to sell the lands required by the City at the nominal amount of $200. to cover their administration costs. The Application to Purchase has been reviewed and approved by both the Engineering and Legal Departments.

RECOMMENDATION:

That a by-law be enacted to authorize execution of the Application to Purchase lands from the Ministry of Government Services described as Part of Lot 12, Concession 3, E.H.S. and designated as Part 1 on Reference Plan 43R-11448 and all other documents pursuant to the provisions of the Application to Purchase (Drew Road Extension).

A.02.03.04.02

RECOMMEND ADOPTION

26. Letter dated September 16, 1986, from the City of Hamilton outlining a resolution to the Minister of Transportation and Communications requesting that The Highway Traffic Act be amended to require that the operators of bicycles on public highesy be required, upon request, to identify themselves to a police constable.

F.06.03.05

DIRECTION REQUIRED

27. Letter dated October 2, 1986, from Hydro Mississauga outlining a resolution authorizing one additional regular stakeout position in 1986 and confirming the guideline target response intervals for stakeout requests.

F.04.04

RECOMMEND RECEIPT

City of Mississauga

MEMORANDUM

FILE : 11 141 00045
14 111 00001

To The Chairman and Members of
Dept. Operations and Works Committee

From William P. Taylor, P.Eng.,
Dept. Commissioner, Engineering

September 30, 1986

OCT 15 1986
OPERATIONS/WORKS

SUBJECT : Rectification of minor Lot Grading items in new Residential Subdivisions.

Delegation of authority to Commissioner of Engineering and Works Department for limited draws on developers securities.

ORIGIN : Engineering and Works Department.

COMMENTS : With the large volume of house construction now taking place within Mississauga and the resultant shortage of labour and materials and the rush to have these homes occupied, the Engineering and Works Department have been receiving numerous calls to assist home purchasers in completing the lot grading and other minor items of work which are the responsibility of the developer.

RECEIVED
8041
OCT - 6 1986
A.00.02.01

Our current procedure is for one of our inspectors to visit the site to establish whether remedial works are required and the extent of those works. We must then give notice to the developer to undertake the works (2 - 3 weeks), and if no response is received to report to Council (2 - 4 weeks), after which time the work can be scheduled (an additional 1 - 3 weeks).

The same procedure must be followed whether the works are minor or major in nature. A considerable amount of time and effort is required within the Engineering Department, the Clerks Department, and on the part of Council for each report.

The several weeks delay often result in repeat calls, home owner and staff frustration and in many cases, calls to Councillors' offices. Small problems are sometimes "blown out of proportion" because of the delay. Moreover, there is little incentive on the developer to act until after Council has passed the resolution as they are fully aware that the City's "hands are tied" until this has taken place.

In order to resolve minor problems more quickly, (minor meaning up to $1,500 per lot) it would be expedient for the Commissioner of Engineering and Works or his designate to have the authority to draw from the developer securities to complete the required works without having to report to Council each time a draw is made.

continued ...

FORM 145

SUBJECT : Rectification of minor Lot Grading items in new Residential Subdivisions.

Delegation of authority to Commissioner of Engineering and Works Department for limited draws on developers securities.

COMMENTS :
continued ... Major problems (those in excess of $1,500.00 per lot) would still be reported to Council.

Prior to any draw the developer and their consultant would have to be advised by registered letter and given a period of ten working days in which to commence the works. (Copies of the letter would go to the Ward Councillor, the City Manager and the Treasury Dept.) If, after this period the work has not been started, then the repair works will be scheduled by the Commissioner using City forces or City contractors. Upon completion of the works the final amounts will be totalled and Treasury asked to withdraw the necessary funds from the developers securities and place it in the appropriate works account.

RECOMMENDATION :

1. That the Commissioner of Engineering and Works or his designate be authorized to draw from developers securities where he deems necessary for the completion of lot grading works within new residential subdivisions where the estimated value of the works is less than $1,500 per lot.

2. That the Commissioner of Engineering and Works or his designate be authorized to retain consultants as necessary to supervise the repair works being carried out at a cost of up to 10% of the cost of the works.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

RGC: jb

0362E/

City of Mississauga

MEMORANDUM

2

FILES: 16 111 84229
11 141 00045

To Mayor and Members of
Dept. Operations and Works Committee

From William P. Taylor, P.Eng.
Dept. Engineering and Works

OPERATIONS/WORKS OCT 15 1986 September 30, 1986

SUBJECT: Deferring the acoustical fence on various lots in Markborough Properties Limited Subdivision, Plan 43M-642, located north of Eglinton Avenue West and west of Creditview Road (sketch attached).

ORIGIN: A verbal request dated September 26, 1986 from Markborough Properties Limited.

COMMENTS: Condition 3f and 3g of Schedule C of the Servicing Agreement for Plan 43M-642 states respectively that:

8032
OCT - 6 1986
B.06.64202

"Prior to the issuance of building permits for Lots 76 to 88 and Block 236, the acoustical fence with the proper notification sign must be constructed to the satisfaction of Commissioner of Engineering and Works".

"Prior to the issuance of building permits for Lots 38 to 75, 1 and 231, the acoustical fence and berm and the proper notification sign must be constructed to the satisfaction of the Commissioner of Engineering and Works".

The developer, Markborough Properties Limited, is in the process of arranging for the construction of a concrete encased electrical duct bank on a 2.0 metre hydro easement adjacent to Creditview Road on Lots 1 and 231 and Block 236.

The builder, Yorkwood Homes, is anxious to commence construction of homes on these lots and the Engineering and Works Department have reviewed this matter and have no objection to the deferral of the construction of the acoustical fences and berms adjacent to the proposed electrical duct banks provided that

a) A restriction is registered on the individual lots prohibiting the transference of title of the lots to private homeowners prior to the completion of the acoustical fences and berms on these lots and

b) Each purchase and sale agreement is to contain an acknowledgement by the future homeowner that they are aware of the details of the acoustical fence and berm construction.

FORM 145

2(a)2...

RECOMMENDATIONS: That not withstanding Condition 3f and 3g of Schedule C of the Servicing Agreement for Plan 43M-642, located north of Eglinton Avenue West and west of Creditview Road, the developer, Markborough Properties Limited be permitted to defer the construction of the acoustical fence on Block 236 and the acoustical fence and berm on Lots 1 and 231 until the electrical duct bank works are completed subject to:

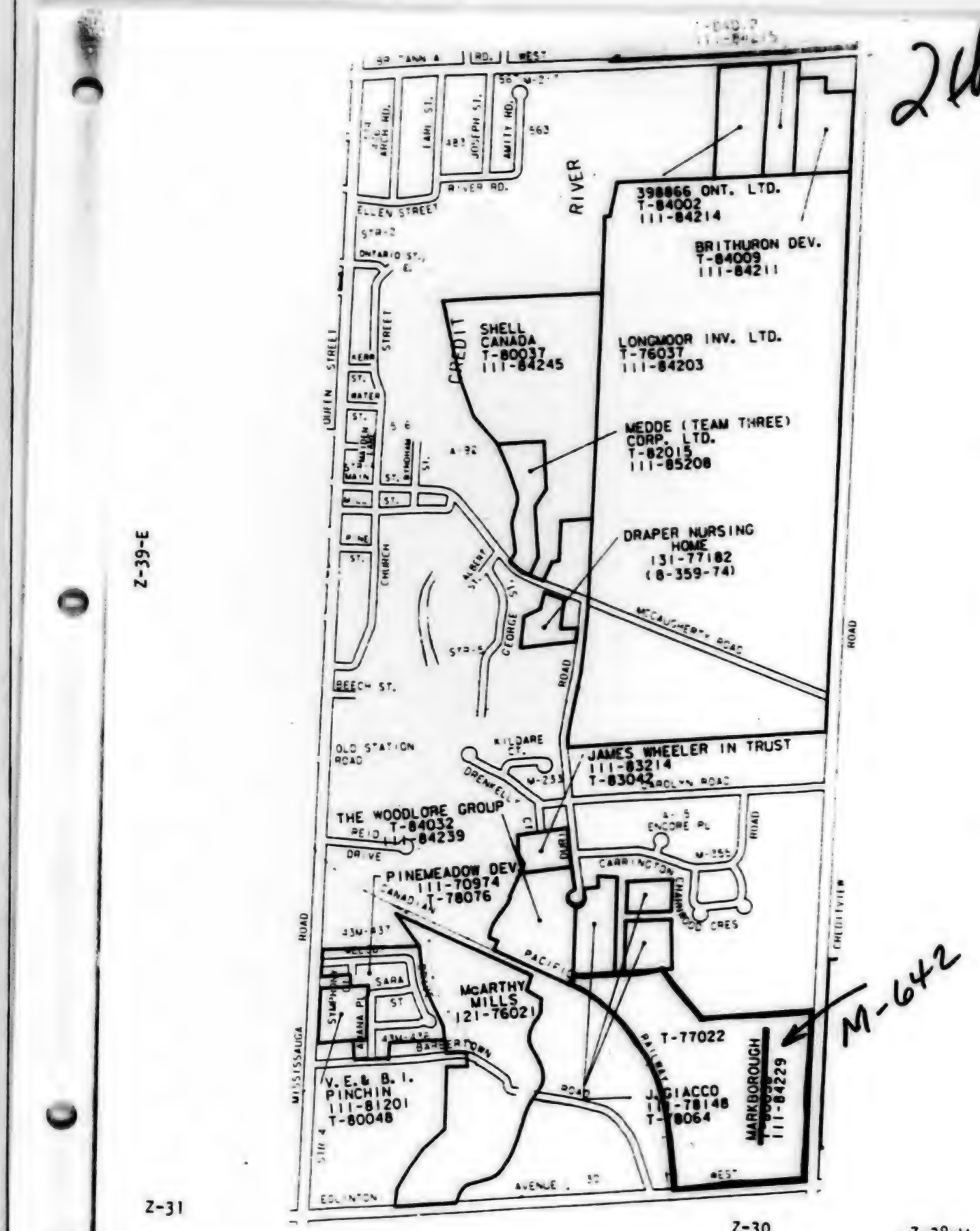
a) A restriction is registered on the individual lots prohibiting the transference of title of the lots to private homeowners prior to the completion of the acoustical fences and berms on these lots and

b) Each purchase and sale agreement is to contain an acknowledgement by the future homeowner that they are aware of the details of the acoustical fence and berm construction.

William P. Taylor, P.Eng.
Commissioner

MWB:cds
235E:27E
Attach.

cc: A. E. McDonald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BRITHURON DEV.
T-84009
111-84211
SHELL CANADA
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111-84245
LONGMOOR INV. LTD.
T-76037
111-84203
MEDDE (TEAM THREE) CORP. LTD.
T-82015
111-85208
DRAPER NURSING HOME
131-77182
(8-359-74)
JAMES WHEELER IN TRUST
111-83214
T-83042
THE WOODLORE GROUP
PEID T-84032
111-84239
PINEMEADOW DEV.
111-70974
T-78076
McARTHY MILLS
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T-77022
V.E.& B.I. PINCHIN
111-81201
T-80048
MARKBOROUGH
111-84229
M-642
RIVER
CREDIT
ELLEN STREET
RIVER RD.
ANCH RD.
IAHI ST.
JOSEPH ST.
AMITY RD.
QUEEN STREET
CHURCH
BEECH ST.
GEORGE ST.
McCAUSLAND ROAD
OLD STATION ROAD
KILDARE CT.
DRENNELLY CIR.
ENCORE PL
CARRINGTON CRES
MISSISSAUGA ROAD
CREDITVIEW ROAD
PACIFIC RAILWAY
SARA PL
STUMPHAM CIR.
BARBERTOWN ROAD
EGLINTON AVENUE WEST
Z-39-E
Z-30-E
Z-31
Z-30
Z-38-W

3

MEMORANDUM

FILES: 16 111 84223
11 141 00045

To Chairman and Members of
Dept. Operations and Works Committee

From William P. Taylor, P.Eng.
Dept. Engineering and Works

OPERATIONS/WORKS OCT 15 1986

October 1, 1986

SUBJECT: Request by Erin Mills Development Corporation to amend Condition 2d of Schedule C of the Servicing Agreement for Plan 43M-696, Erin Mills West - Neighbourhood 502, located south of Burnhamthorpe Road West and west of Winston Churchill Boulevard (sketch attached).

ORIGIN: Servicing Agreement between the Erin Mills Development Corporation, the City of Mississauga and the Region of Peel dated May 12, 1986.

COMMENTS: Condition 2d of Schedule C of the Servicing Agreement for Plan 43M-696 states that "prior to the issuance of building permits for the following lots, the site plan shall indicate that the minimum rear yard setback is 20.0 metres or greater:

Lots 51 to 65, all inclusive.

The noise consultant for this project has recalculated the acoustical requirements for the above lots that back onto Ridgeway Drive and confirms that a 15.0 metre minimum setback would be acceptable.

8161
OCT - 9 1986
B.06.696.02

RECOMMENDATION: That notwithstanding the requirements of Condition 2d of Schedule C of the Servicing Agreement for Plan 43M-696, Erin Mills West - Neighbourhood 502, located south of Burnhamthorpe Road West and west of Winston Churchill Boulevard, the developer, Erin Mills Development Corporation be notified that the minimum rear yard setback for Lots 51 to 65 inclusive will be 15.0 metres.

William P. Taylor

William P. Taylor, P.Eng.
Commissioner

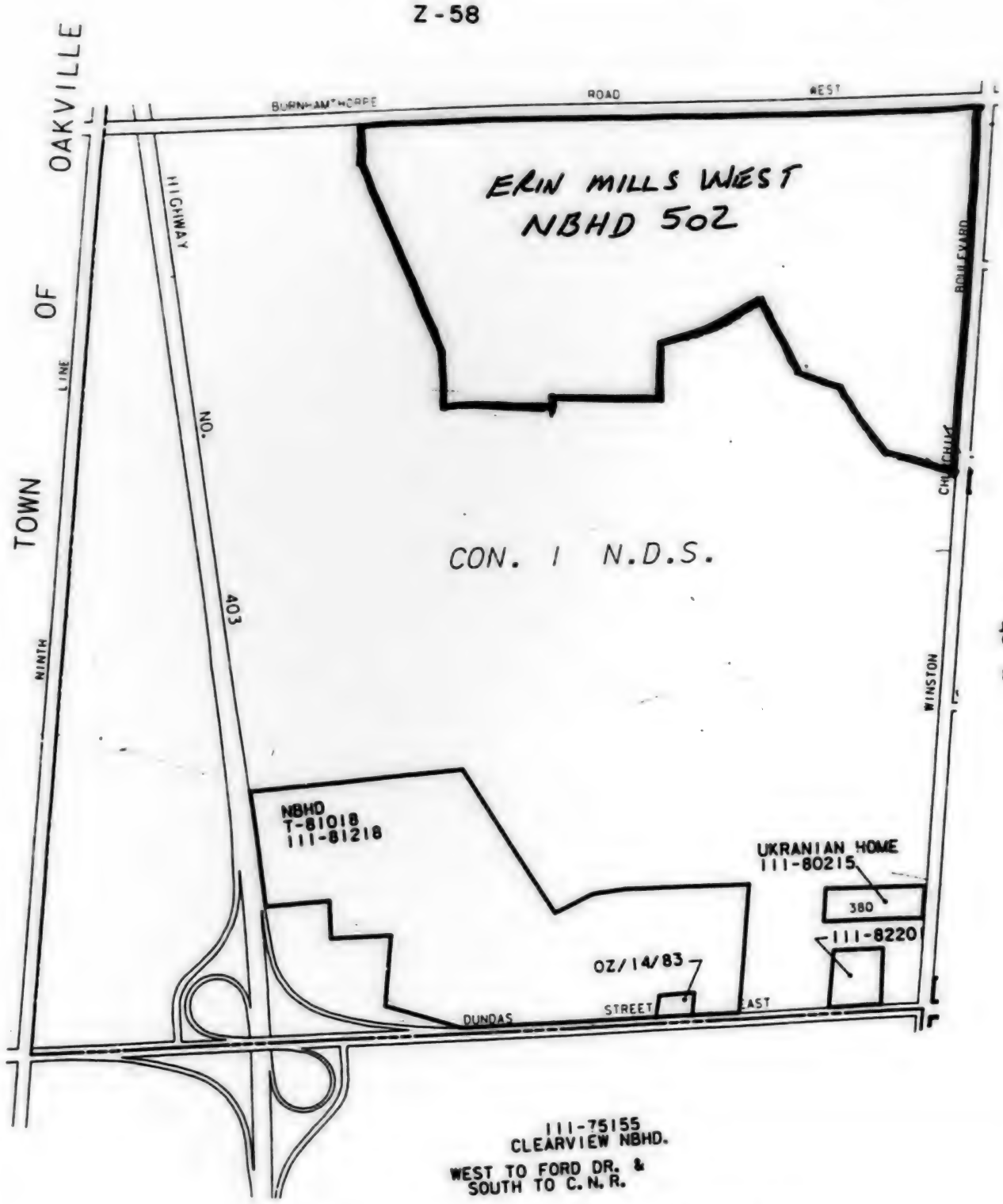
MWB:cds
235E:27E
Attach.

cc: A. E. McDonald
P. Griffiths

FORM 145

3(a)

Z-58



TOWN OF OAKVILLE.

Z-59

4

MEMORANDUM

FILES: 16 111 76137
11 141 00045

To Chairman and Members of — From William P. Taylor, P.Eng.

Dept. Operations and Works Committee — Dept. Engineering and Works

8162

OCT - 8 1986

B.06.533.02

OCT 15 1986

October 9, 1986

OPERATIONS/WORKS

SUBJECT: Draw on the developer's securities for the completion of road repairs in Plan 43M-533, Airport Corporate Centre, Phase I Subdivision, located north of Eglinton Avenue East and east of Dixie Road (sketch attached).

ORIGIN: Servicing Agreement dated February 13, 1984 between Airport Corporate Centre Inc. (5310 Explorer Drive, Mississauga, Ontario, L4W 4J6), the City of Mississauga and the Region of Peel.

COMMENTS: Under the terms of the Servicing Agreement for Plan 43M-533, Airport Corporate Centre Inc. is responsible for the maintenance of the roads within the subdivision throughout the term of this agreement. The consulting engineer, Urban Engineering Consultants, have indicated that they have been unable to arrange for the repair of numerous road settlements through the developer. Staff prepared a letter to the developer requesting that the outstanding road repairs within Plan 43M-533 be undertaken by October 20, 1986.

RECOMMENDATIONS:

1. That the Commissioner of Engineering and Works be authorized to complete the outstanding road rectification works in Plan 43M-533, Airport Corporate Centre Phase I Subdivision, located north of Eglinton Avenue East and east of Dixie Road at an estimated cost of $27,000.00 if the developer fails to complete these repairs by October 20, 1986.

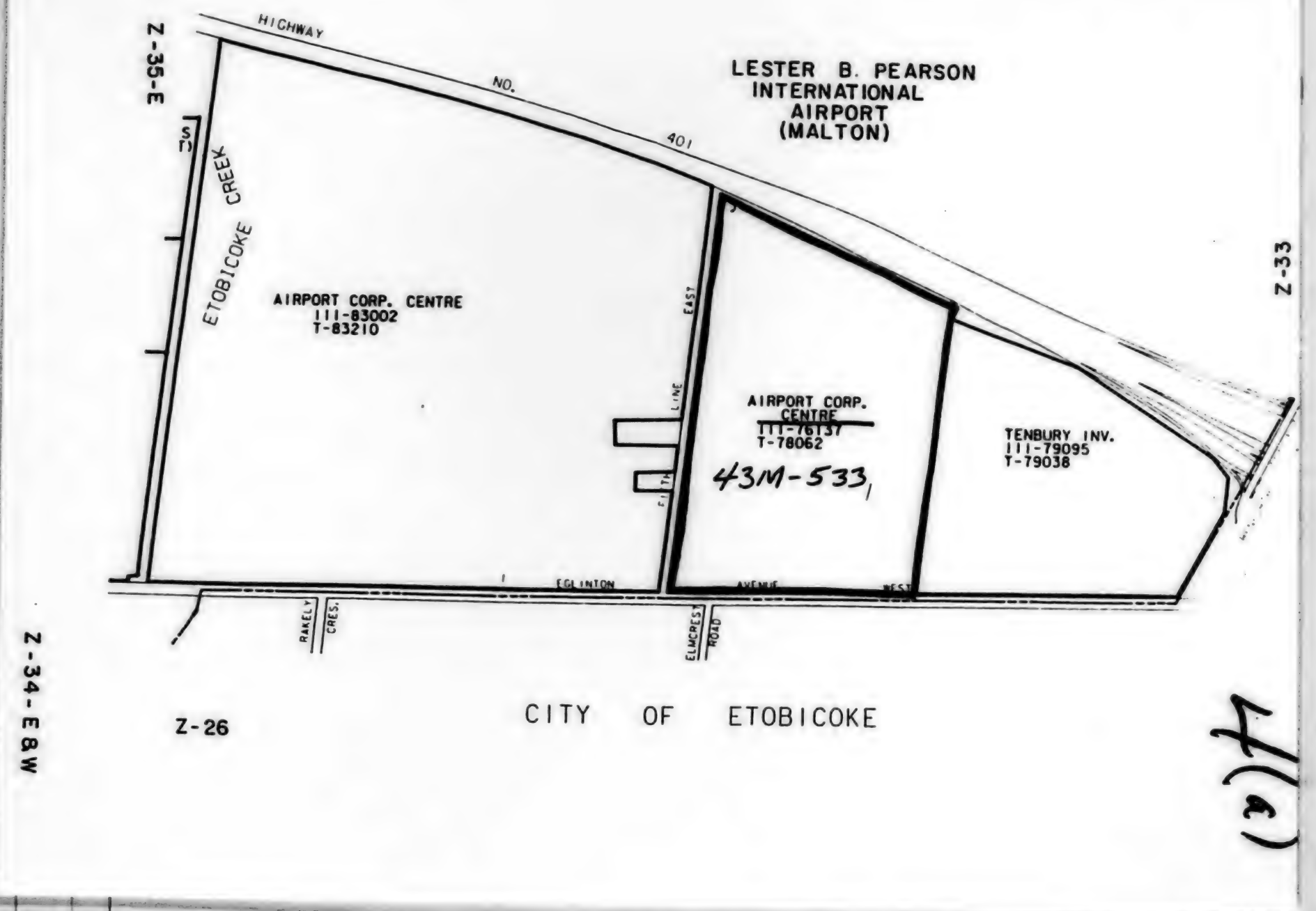
2. That the City Treasurer be authorized to draw on the developer's Letter of Credit to defray the costs incurred by the City pursuant to Recommendations #1.

William P. Taylor, P.Eng.
Commissioner
Engineering & Works

MWB:cds
235E:27E
Attach.

cc: W. H. Munden
M. Maveal
W. J. Richmond

FORM 145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NO.
401
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INTERNATIONAL
AIRPORT
(MALTON)
Z-33
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AIRPORT CORP. CENTRE
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EAST
LINE
AIRPORT CORP.
CENTRE
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T-78062
43M-533
TENBURY INV.
111-79095
T-79038
EGLINTON
AVENUE
WEST
RAKELY
CRES.
ELMCREST
ROAD
Z-34-E 8W
Z-26
CITY OF ETOBICOKE

4(a)

5

City of Mississauga

MEMORANDUM

FILES: 16 111 75120
11 141 00045

RECEIVED

To: Chairman and Members of Operations & Works Committee

From: W. P. Taylor, Engineering and Works

REGISTRY No. 7658

DATE SEP 23 1986

FILE No. B.06.209.02

CLERK'S DEPARTMENT

OPERATIONS/WORKS OCT 15 1986

September 18, 1986

OPERATIONS/WORKS OCT 1 1986

SUBJECT: Assumption of the municipal works for Talka Subdivision, Phase I, Plan M-209, located north of Lakeshore Road West and east of Clarkson Road (sketch attached).

ORIGIN: Engineering Agreement dated July 27, 1977, between Phi International Inc. (3087 Winston Churchill Boulevard, Mississauga, Ontario, L5L 2V8) the City of Mississauga and the Regional Municipality of Peel.

COMMENTS: The subject development consists of 20 multiple residential blocks.

As far as the Engineering and Works Department is concerned, the developer has complied with all the requirements of the Engineering Agreement for the installation of municipal services.

The Region of Peel has indicated that they will accept an amount of $17,625.00 as cash-in-lieu of rectification of the remaining deficiencies with respect to the watermain services in Plan M-209. the developer has authorized that this amount be drawn from the Letter of Credit currently valued at $93,854.84.

RECOMMENDATIONS:

1. That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Engineering Agreement for Talka Subdivision, Phase I, Plan M-209, located north of Lakeshore Road West and east of Clarkson Road.

... 2 ...

5(a)

MMENDATIONS: (Continued)

2. That the City Treasurer be directed to draw an amount of $17,625.00 from the Letter of Credit for Plan M-209 (current value $93,854.84) and forward this amount to the Region of Peel for the rectification of the remaining watermain deficiencies in Talka subdivision.

3. That the remaining securities for the Engineering Agreement for Plan M-209 be released to the developer, Phi International Incorporated.

4. That a by-law be enacted establishing the road allowance within Plan M-209, as public highway and part of the municipal system of the City of Mississauga.

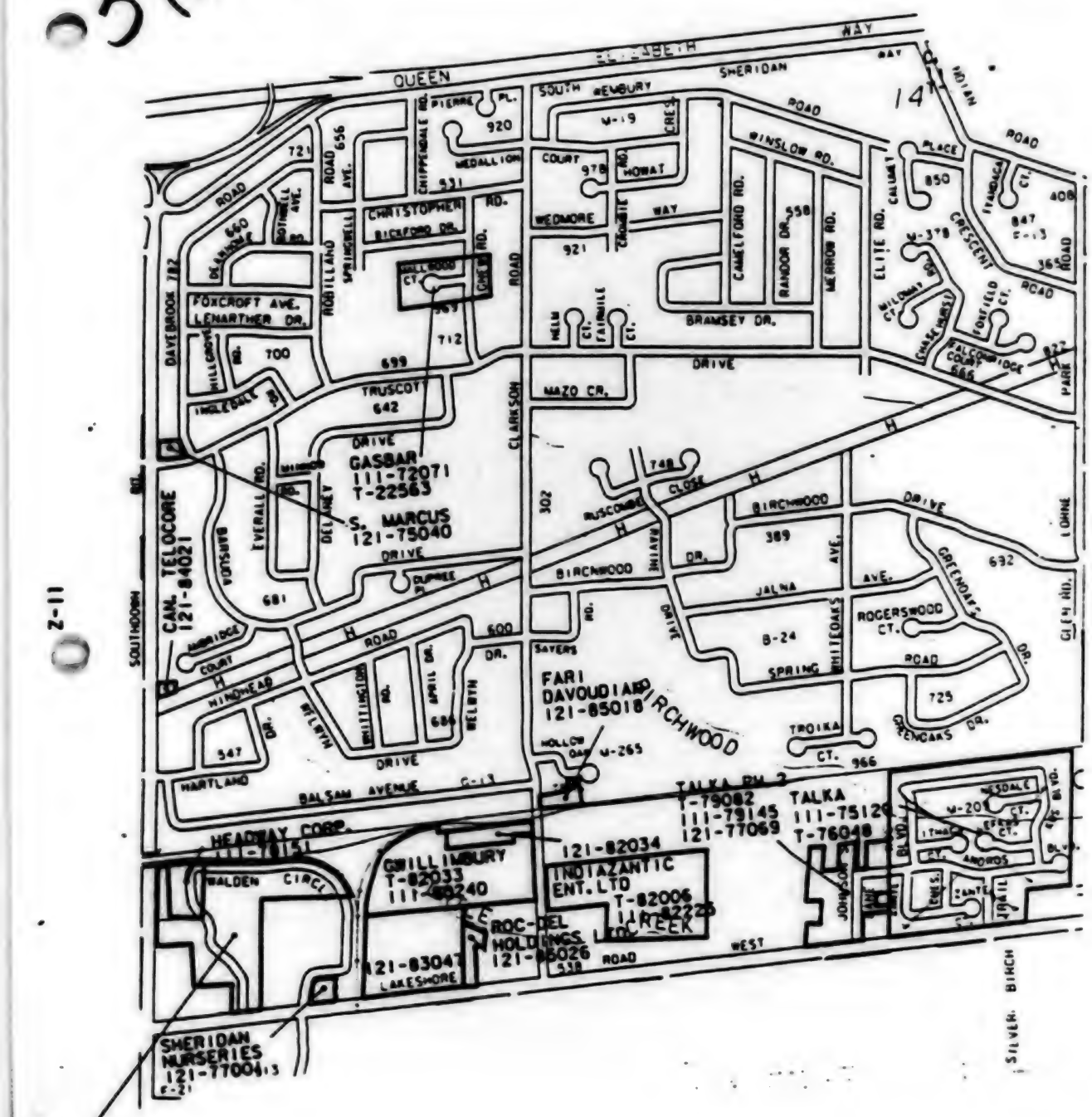
William P. Taylor, P.Eng.
Commissioner

/edm
347E:27E

Encl.

cc: Councillor P. Mullin
L. J. Harvey
W. H. Munden
R. G. Charlton
D. J. Debenham
M. W. Boyd
J. D. McKichan - Region of Peel

25(21


QUEEN
SHERIDAN
WAY
SOUTH
ROAD
WINSLOW RD.
INDIAN
PLACE
CRESCENT
ROAD
PIERRE
PL.
920
MEDALLION
COURT
978
HOWAT
CRES.
931
CHRISTOPHER
BICKFORD DR.
CHIPPENDALE RD.
656
AVE.
660
ROTHWELL
AVE.
721
DAVEBROOK
FOXCROFT AVE.
LENARTHER DR.
HILLCROFT
RD.
700
INGLEDALE
DR.
MOBILLAND
SPRINGBELL
699
712
TRUSCOTT
642
DRIVE
CLARKSON
ROAD
921
WEDMORE
WAY
CAMELFORD RD.
RANDOR DR.
558
MERRIOW RD.
ELITE RD.
CALLANT
850
IVANHOE
CT.
408
847
365
FONTFIELD
CT.
BRAMSEY DR.
HELM
CT.
FAIRHILL
CT.
MAZO CR.
DRIVE
749
CLOSE
RUSCOMBE
DRIVE
BIRCHWOOD
DR.
389
JALNA
AVE.
632
GREENOAKS
DR.
GLEN RD.
LORNE
ROGERSWOOD
CT.
B-24
SPRING
ROAD
725
TROIKA
CT.
966
GREENCARS
DR.
SAYERS
RD.
HOLLOW OAK
W-265
DAVOUDIARD
121-85018
FARI
CAN. TELOCORE
121-84021
SOUTHDOWN
RDG.
EVERALL RD.
FOXBURY
DELAWEY
681
DRIVE
GASBAR
111-72071
T-22563
S. MARCUS
121-75040
DUPREE
PL.
H
ROAD
600
HINDHEAD
COURT
HAMBRIDGE
DR.
547
HARTLAND
DRIVE
BALSAM AVENUE
C-13
MELTON
DR.
WILLINGDON
RD.
APRIL DR.
686
BELBYN
HEADWAY CORP.
111-79151
WALDEN
CIRC.
GRILLMBURY
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INDIAZANTIC
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ROC-DEL
HOLDINGS LTD.
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LAKESHORE
5.38
ROAD
WEST
CREEK
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TALKA
111-75125
T-76048
JOHNSON
BLVD.
WESDALE
W-20
CT.
CRESS
CT.
ARDROSS
CT.
ENNIS
CT.
DANTE
CT.
JOAN
CT.
SILVER BIRCH
SHERIDAN
NURSERIES
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WET REEL DEV.
111-80853
302
Z-11
Z-9
Z-3
Z-10

City of Mississauga

MEMORANDUM

FILES: 16 111 79145
11 141 00045

6.

To: Chairman and Members of Operations & Works Committee

From: W. P. Taylor
Engineering and Works

RECEIVED
REGISTRY No. 1667
DATE SEP 23 1986
FILE No. B.06.209.02

September 18, 1986

CLERK'S DEPARTMENT OPERATIONS/WORKS OCT 1 1986

SUBJECT: Assumption of the municipal works for Talka Phase II, Plans 43R-3829 and 43R-8261, located north of Lakeshore Road West and east of Clarkson Road (sketch attached).

ORIGIN: Engineering Agreement dated September 12, 1980, between Phi International Inc. (3087 Winston Churchill Boulevard, Mississauga, Ontario, L5L 2V8) the City of Mississauga and the Regional Municipality of Peel.

COMMENTS: The subject development consists of Johnsons Lane and Andros boulevard west of Plan M-209 and associated municipal works.

As far as the Engineering and Works Department is concerned, the developer has complied with all the requirements of the Engineering Agreement for the installation of municipal services.

Johnsons Lane and Andros boulevard were established as public highway pursuant to By-Laws 741-82 and 742-82 consequently a by-law will not be required with this report.

RECOMMENDATIONS:

1. That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Engineering Agreement for Talka Phase II, Plans 43R-3829 and 43R-8261, Johnsons Lane and Andros Boulevard, located north of Lakeshore Road West and east of Clarkson Road.

... 2 ...

26(a)

RECOMMENDATIONS: (Continued)

2. That the remaining securities for the Engineering Agreement for Plans 43R-3829 and 43R-8261, be released to the developer, Phi International Incorporated.

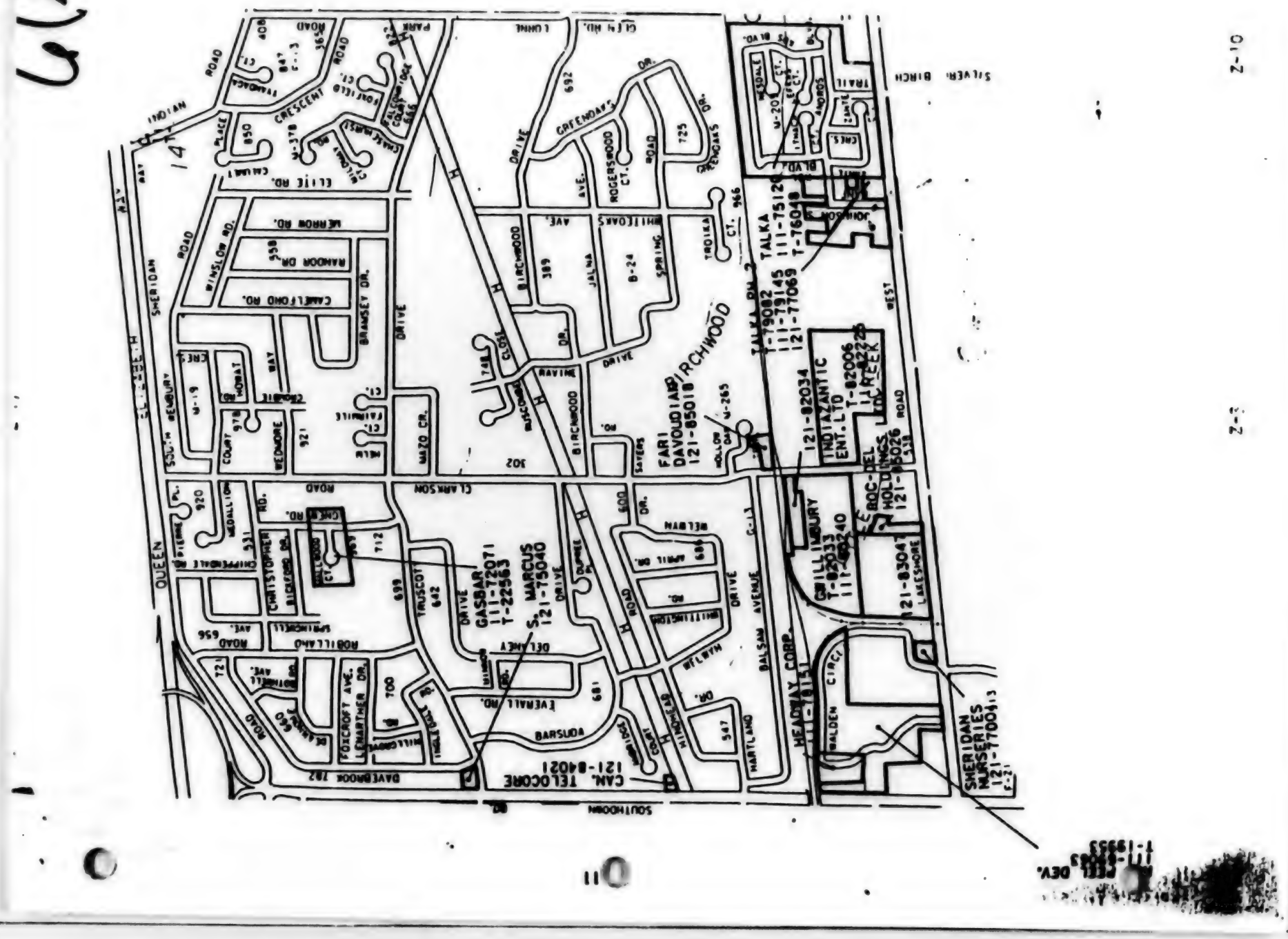
William P. Taylor, P.Eng.
Commissioner

/edm
E:27E

Encl.

cc: Councillor P. Mullin
L. J. Harvey
W. H. Munden
R. G. Charlton
D. J. Debenham
M. W. Boyd
J. D. McKichan - Region of Peel

6(b)


Z-9
Z-10
INDIAN ROAD
CRESCENT ROAD
ELLIE RD.
DRIVE
GREENDALE
ROGERSWOOD CT.
ROAD
ROGERS
SILVER BIRCH
TRAIL
BLVD.
WESDALE CT.
ELDER CT.
JOHNSON
TALKA PH 2
T-79082 TALKA
111-79145 111-75124
121-77069 T-76048
121-82034
INDIA ZANTIC ENT. LTD
T-82006
LAKESHORE WEST
121-83047
LAKESHORE
ROAD
BOC-DEL HOLDINGS
121-85026
HEADWAY CORP.
111-81151
BALSAM AVENUE
BALDEN CIRCL
SHERIDAN NURSERIES
121-77004
SOUTHDOWN RD.
CAN. TELCORE
121-84021
DAVEBROOK
BARSUDA
DRIVE
FERRALL RD.
PROSCROFT AVE.
LEMARTHER DR.
ROBILLIARD
AVE.
CHRISTOPHER
QUEEN
SOUTH SHERIDAN
WAY
SHERIDAN
ROAD
BINSLOW RD.
LEHROR RD.
RANDOR DR.
CAMELFORD RD.
BRAMSEY DR.
CRESCENT
COURT
HORAT
BEDMORE
MAZO CR.
CLARKSON
ROAD
CHIPPENDALE
MEDALLION
CRES.
CIRCLE
PL.
RD.
AVE.
DR.
CT.
BLVD.
WAY
CRES.
CIRCLE
PARK
CLEN HD.
LANE
GASBAR
111-72071
T-22563
S. MARCUS
121-79040
DRIVE
DELANEY
H ROAD
BIRCHWOOD
DRIVE
CLOSE
RAVINE
DR.
SPRING
JALNA
B-24
TROJAN
CT.
FARI
DAVOUDIAN
121-85018
BIRCHWOOD
DRIVE
HOLLOW DAY
U-265
SAYERS
BELBAIN
APRIL DR.
RD.
MILLSTONE
DRIVE
BELWIN
DR.
HARTLAND
COURT
HILLSIDE
CRES.
CIRCLE
RD.
AVE.
DR.
CT.
PL.
WAY

City of Mississauga

MEMORANDUM

FILES: 16 111 78134
11 141 00045

To Mayor and Members of — From William P. Taylor, P.Eng.

Dept. Operations and Works Committee — Dept. Engineering and Works

8095

OCT - 8 1986

B.06.475.02 October 6, 1986

OCT 15 1986

OPERATIONS/WORKS

SUBJECT: Assumption of the municipal works constructed by Alcester Investments in the industrial subdivision, Plan 43M-475, located south of Derry Road East and west of Tomken Road (sketch attached).

ORIGIN: Servicing Agreement between Alcester Investments (437 Horsham Avenue, Willowdale, Ontario M3R 1M3, Attention: Mr. W. Rosenblatt), the City of Mississauga and the Regional Municipality of Peel dated May 25, 1982.

COMMENTS: Under the terms of the Servicing Agreement, the developer was required to complete top course asphalt and the remaining above ground works in the subject development on or before June 30, 1984, however, at the time it was not feasible to conform to this deadline because of the depressed industrial market. On August 14, 1985, City Council adopted a recommendation for a new completion date of September 1, 1986. Again, it was not practical to conform to the revised deadline, because of the building activity underway within the subdivision.

At this time, the developer has now completed the maintenance period for the underground services. We have reviewed the outstanding aboveground services and found that these works could be completed at this time for $131,744.00.

The Engineering and Works Department has received a cash contribution in the amount of $131,744.00 from Alcester Investments for completion of the above ground services in Plan 43M-475. We recommend that that the funds be placed in an interest bearing reserve account with the intent that the interest earned will partially offset the inflationary costs of these works in the future.

.... 2 ....

7(a)

COMMENTS: (Continued)

We have also received a Letter of Credit in the amount of $58,000.00 from Alcester Investments to guarantee issuance of final grading certificates, municipal services protection deposits, boulevard topsoil and sodding, and a surveyor's certificate.

RECOMMENDATIONS:

1. That the City of Mississauga assume the municipal services constructed by Alcester Investments, under the terms of the Servicing Agreement for Plan 43M-475, located south of Derry Road East and west of Tomken Road.

2. That the City Treasurer be authorized to deposit $131,744.00 cash contribution in an interest bearing account for use by the Engineering and Works Department for the completion of the above ground services in Plan 43M-475 when the building construction on the blocks has been satisfactorily completed.

3. That upon receipt of final grading certificates for all blocks, and a surveyors' certificate from the developer's consulting engineer, Skira and Associates Ltd., the City release the Letter of Credit in the amount of $58,000.00 to the developer, Alcester Investments.

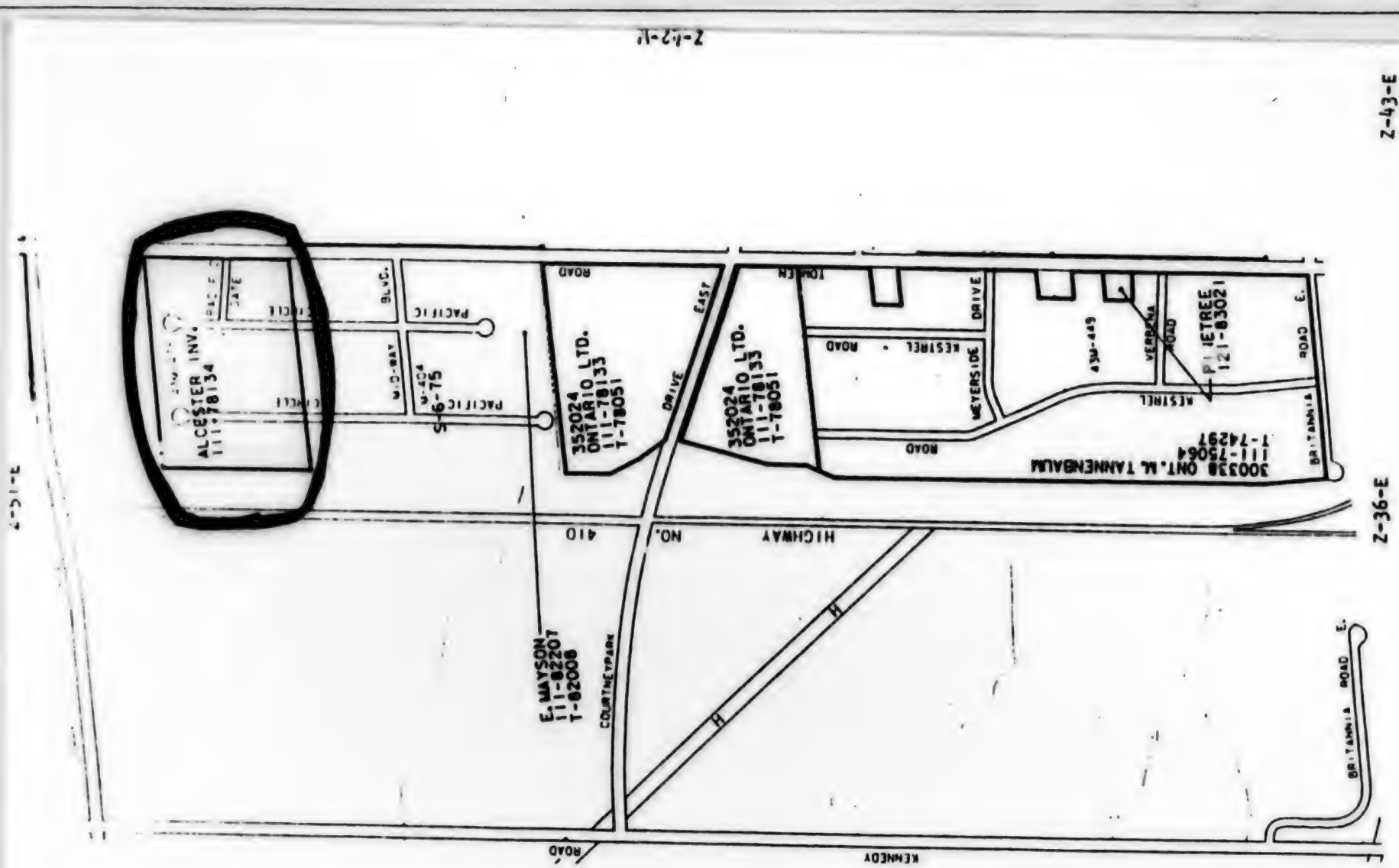
4. The City Treasurer be authorized to release the current Letter of Credit for Plan 43M-475 presently valued at $323,302.19.

5. The City Council pass a by-law establishing the road allowance within Plan 43M-475 as public highway and part of the municipal system of the City of Mississauga.

MM:cds
235E:27E
Attach.

for William P. Taylor, P.Eng.
Commissioner

cc: Councillor F. McKechnie
W. H. Munden/P. Marchiori
R. G. Charlton/M. W. Boyd
W. J. Richmond/D. J. Debenham
L. J. Harvey
J. D. McKichan - Region of Peel


Z-43-E
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ALCESTER INV.
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111-75064
T-74297
PIETREE
121-83021
E. MAYSON
111-82207
T-82008
410
HIGHWAY
ROAD
DRIVE
STREET
BRITANNIA ROAD E.
KENNEDY
COURTNEYPARK

City of Mississauga

MEMORANDUM

FILES: 16 111 84228
11 141 00045

8

To Chairman and Members of — 8092 — From W. P. Taylor

Dept. Operations & Works Committee — OCT - 8 1986 — Dept. Engineering and Works

02/10/13

OCT 15 1986

OPERATIONS/WORKS

October 7, 1986

SUBJECT: Assumption of the municipal works for The Queensway/Cawthra Car Wash, OZ/40/83, Plan 43R-11602, located north of the Queensway East and west of Cawthra Road (sketch attached).

ORIGIN: Servicing Agreement dated May 28, 1984, between Ivan J. Barber (1401 Matheson Boulevard, Mississauga, Ontario, L4W 3W2) the City of Mississauga and the Regional Municipality of Peel.

COMMENTS: The subject development consists of the construction of a storm sewer and associated works to service the Queensway Car Wash.

As far as the Engineering and Works Department is concerned, the developer has complied with all the requirements of the Servicing Agreement for the installation of municipal services.

There were no roads dedicated by the developer as a part of the Agreement, consequently, no by-law will be required with this report.

RECOMMENDATIONS: 1. That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for the Queensway/Cawthra Car Wash, OZ/40/83, Plan 43R-11602, located north of The Queensway East and west of Cawthra Road.

2. That the securities (current value $11,228.80) for the Servicing Agreement for OZ/40/83 be released to the developer, Ivan J. Barber.

G/edm
3:7E:27E

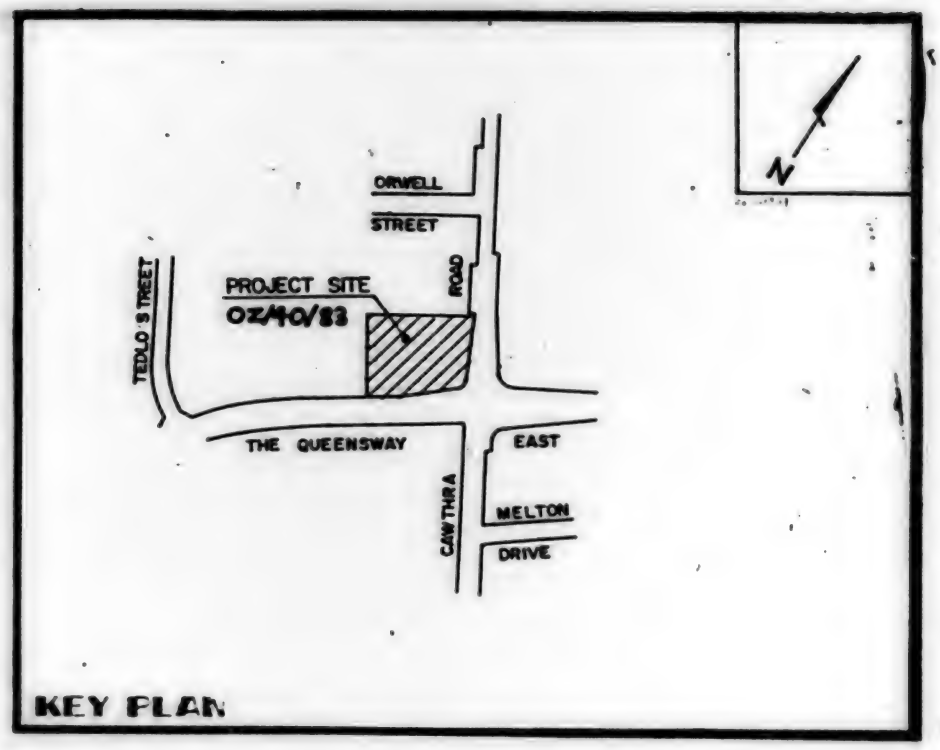
for William P. Taylor, P.Eng.
Commissioner

Attach.

cc: L. J. Harvey
W. H. Munden
R. G. Charlton
D. J. Debenham
M. W. Boyd
J. D. McKichan - Region of Peel

FORM 145

4(a) QUEENSWAY CAWTHRA CAR WASH



KEY PLAN

City of Mississauga

MEMORANDUM

4

FILES: 16 111 73100
11 141 00045

To Mayor and Members of
Operations and Works Committee

From William P. Taylor, P.Eng.
Dept. Engineering and Works

September 30, 1986

OPERATIONS/WORKS OCT 15 1986

SUBJECT: Assumption of the municipal works for Deldi Homes Limited, located at the southwest corner of Dorcas Street and Goreway Drive (sketch attached).

ORIGIN: Land Division C.A."B" 120/73.

COMMENTS:

8133
OCT - 9 1986
B.01.08

The subject works are located at the southwest corner of Dorcas Street and Goreway Drive and include four individual Lots.

As far as this department is concerned, the applicant for this division of land has complied with all the requirements for the installation of municipal services.

The Engineering and Works Department has had no response to their correspondence by Deldi Homes Limited, and therefore, we are recommending that the municipal works for this division of land be assumed and the cash securities in the amount of $604.00 be transferred to the Region of Peel to offset an outstanding invoice.

RECOMMENDATIONS:

1. That the City of Mississauga assume the municipal work as constructed by Deldi Homes Limited, under the terms of the application for the division of land, C.A."B" 120/73, located at the southwest corner of Dorcas Street and Goreway Drive.

2. That the City Treasurer be authorized to draw on the remaining cash securities in the amount of $604.00 and transfer these funds to the Region of Peel to offset an outstanding invoice.

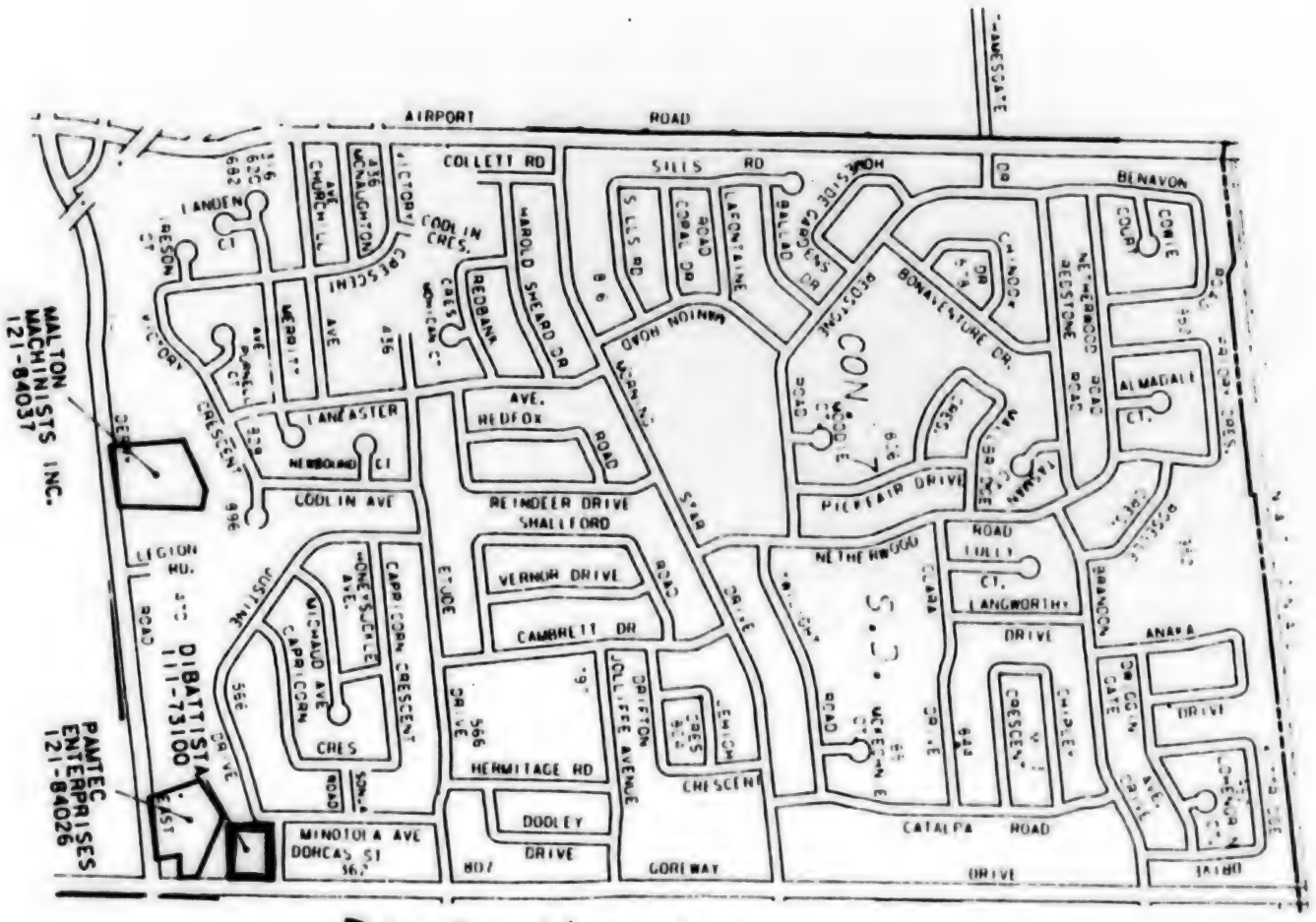
William P. Taylor, P.Eng.
Commissioner

MWB:cds
235E:27E
Attach.

cc: Councillor F. McKechnie
W. H. Munden

FORM 141

Z-49-E



Z-40-W

Z-48-W

CITY OF BRAMPTON

DIELDI HOMES LIMITED
C.A. "B" 120/73

Z-48-E

City of Mississauga

MEMORANDUM

File: 11 1
12 1

10

RECEIVED
REGISTRY No. 2350
DATE SEP 11 1986
FILE NO F.02.07
CLERK'S DEPARTMENT

To: Chairman and Members of
Dept. Operations and Works Committee.

From: William P. Taylor, P.Eng.,
Dept. Engineering and Works Dept.

OCT 15 1986
OPERATIONS/WORKS

OCT 1 1986
OPERATIONS/WORKS

September 8, 1986

SUBJECT: Proposed Street Names: N.O.R.R. Group Associates
for Private Road, extension of Orlando Drive
West of Airport Road (Private M.O.T. Road)

SOURCE: Engineering and Works

COMMENTS: N.O.R.R. Group Associates have proposed the name Silver Dart Drive for the name of a street in the new Cargo Area (Area 5) of the Lester B. Pearson International Airport.

The submission was reviewed by the Region of Peel Street Names Committee on September 3, 1986 and approved.

RECOMMENDATION: That N.O.R.R. Group Associates be advised that Silver Dart Drive has been approved as the name for the private street in the new Cargo Area (Area 5) of the Lester B. Pearson International Airport.

William P. Taylor,
Commissioner,
Engineering and Works Department.

DWR/dm
0491E
cc: Councillor F. McKechnie

FORM 145

10(a)

DERRY ROAD EAST

10

9

8

7

6

ROAD

AIRPORT

Z-40-W

Z-41-W

Z-34-E

Z-41-E

City of Mississauga

MEMORANDUM

File: 11 141 00045
12 111 00014

11

To Chairman and Members of — From William P. Taylor, P.Eng.,

Dept. Operations and Works Committee, — Dept. Engineering and Works Dept.

October 2, 1986

OPERATIONS/WORKS OCT 15 1986

SUBJECT: Proposed Street Names
Draft Plan of Subdivision 21T86005M

SOURCE: Engineering and Works

COMMENTS: John Bousfield Associates Limited have submitted the following names as proposed street names for the above noted subdivision:

9033
OCT - 6 [illegible]
F-02.07
T-86005

Arista	Planet Way
Astro	Quasar
Cassiar	Rising Star
Clearview	Solar
Clarion	Sunray
Newstar	Sunrise
Observatory	Zodiac
Palomar	

The submission was reviewed by the Region of Peel Street Names Committee at their meeting of October 1, 1986, and the following names were approved:

Astro	Rising Star
Observatory	Sunray
Palomar	Sunrise
Planet Way	Zodiac
Quasar	

The other names were refused because of duplication or confusion with similar named streets

Continued. . . . .

FORM 145

-11(a)

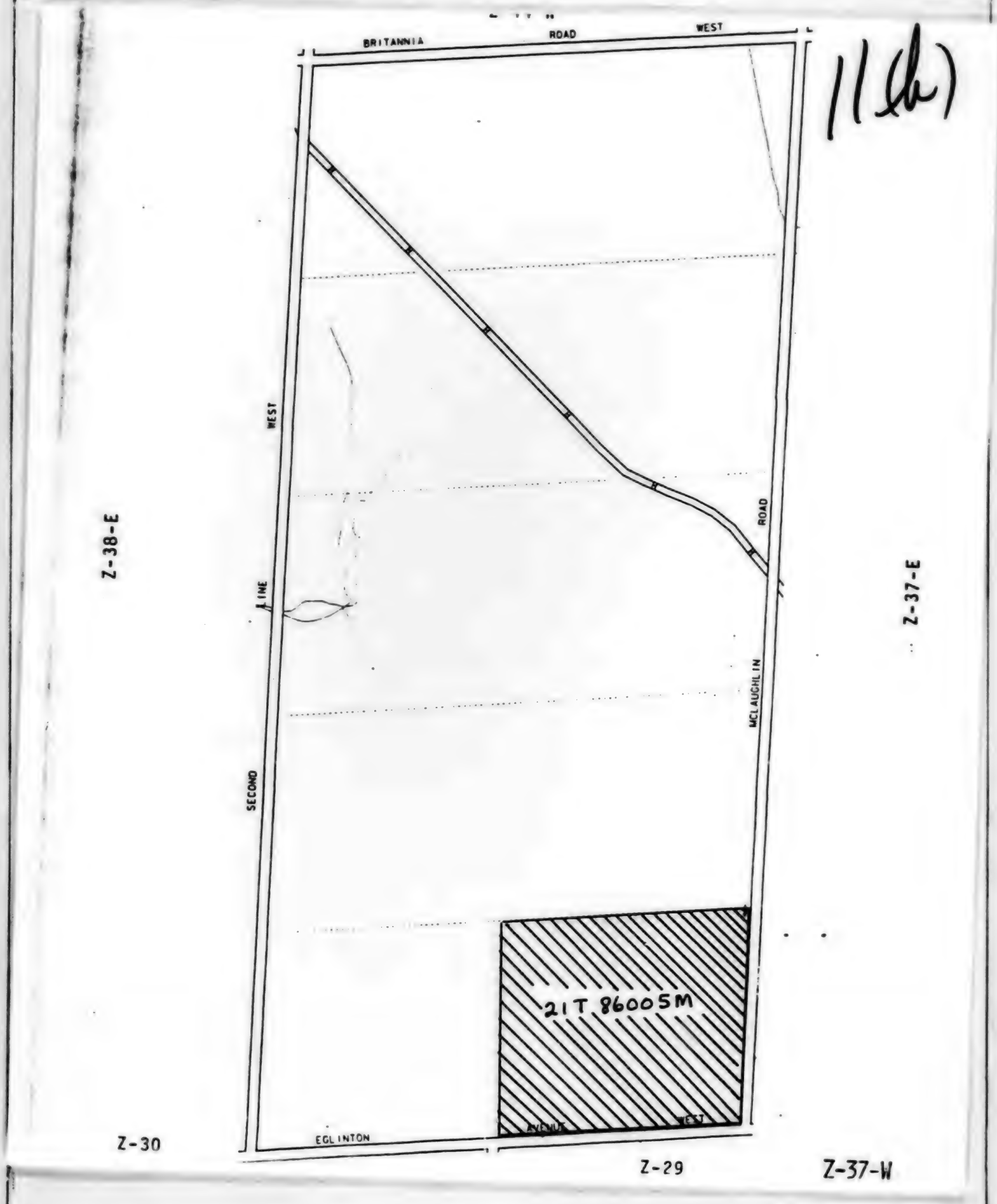
RECOMMENDATION: That J. Bousfield Associates Limited be advised that the following names have been approved for use as street names in their subdivision 21T86005M:

Astro	Rising Star
Observatory	Sunray
Palomar	Sunrise
Planet Way	Zodiac
Quasar	

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

WPT/dm
0491E
att.
cc: Councillor T. Southorn

11(b)


BRITANNIA
ROAD
WEST
WEST
LINE
ROAD
SECOND
MCLAUGHLIN
21T 86005M
AVENUE
WEST
EGLINTON
Z-38-E
Z-37-E
Z-30
Z-29
Z-37-W

12

MEMORANDUM

File: 11 141 00045
12 111 00014

To Chairman and Members of — From William P. Taylor, P.Eng.,

Dept. Operations and Works Committee. — Dept. Engineering and Works Dept.

October 2, 1986

OPERATIONS/WORKS OCT 15 1986

SUBJECT: Proposed Street Names
Kee Group Inc. - Goodman Family 21T86009M

SOURCE: Engineering and Works

COMMENTS: R.E. Winters and Associates Limited have submitted the following names as proposed street names for the above noted subdivision:

8035
OCT - 6 1986
T-86009
F-02.07

Amesbury Avenue	Lancashire
Ashburton Avenue	Maryport
Ashwood	Methwood
Astwell	Ravenstone
Bromfield	Richborough Crescent
Cardington Crescent	Rothwell
Catterall	Sherborne
Castlebury Crescent	Stamford Terrace
Charminster	Stapleford
Dartmoore	Stanton
Eddington	Warwickshire
Fairford Street	Whitfield
Guildwood Way	Whinterton Way
Heatherleigh	

This submission was reviewed by the Region of Peel Street Names Committee on October 1, 1986 and the following names were approved:

Amesbury Avenue	Heatherleigh
Astwell	Maryport
Bromfield	Methwood
Cardington Crescent	Ravenstone
Catterall	Richborough Crescent
Castlebury Crescent	Stapleford
Charminster	Warwickshire
Dartmoore	Whitfield
Fairford Street	Winterton Way
Guildwood Way	

The other names were refused because of duplications or confusion with similar named streets.

Continued. . . .

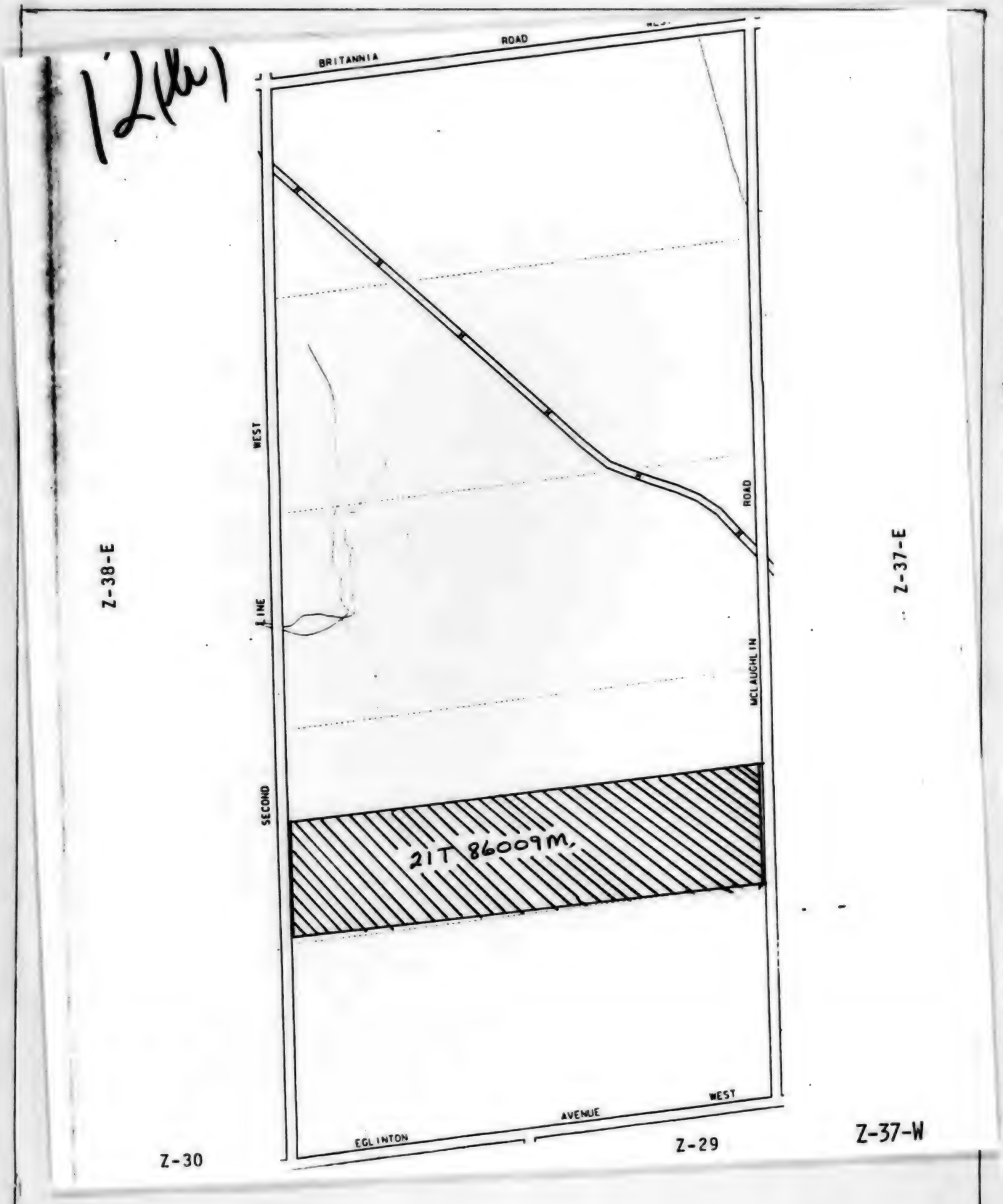
12(a)

RECOMMENDATION: That R.E. Winter and Associates Limited be advised that the following names have been approved for the Kee Group Inc. (Goodman Family) subdivision 21T86009M:

Amesbury Avenue
Astwell
Bromfield
Cardington Crescent
Catterall
Castlebury Crescent
Charminster
Dartmoore
Fairford Street
Guildwood Way
Heatherleigh
Maryport
Methwood
Ravenstone
Richborough Crescent
Stapleford
Warwickshire
Whitfield
Winterton Way

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

DWR/dm
0491E
cc: Councillor T. Southorn
att.


BRITANNIA
ROAD
WEST
LINE
SECOND
MCLAUGHLIN
ROAD
21T 86009M,
EGLINTON
AVENUE
WEST
Z-38-E
Z-37-E
Z-30
Z-29
Z-37-W

City of Mississauga

MEMORANDUM

File: 11 141 00045
12 111 00014

12

To Chairman and Members of — 8036 — From William P. Taylor, P.Eng.,

Dept. Operations and Works Committee. — OCT - 6 — Dept. Engineering & Works Dept.

October 1, 1986.

T-85041
F.02.07

OPERATIONS/WORKS OCT 15 1986

SUBJECT: Proposed Street Name - Poets Walk Developments Inc. T-85041.

SOURCE: Engineering and Works Department.

COMMENTS: John D. Rogers and Associates have submitted the name "Poets Walk" as a proposed street name for Subdivision 21T-85041M.

This submission was reviewed by the Region of Peel Street Names Committee on October 1, 1986 and approved.

RECOMMENDATIONS: That John D. Rogers and Associates be advised that "Poets Walk" has been approved for use as a street name in Subdivision 21T-85041M.

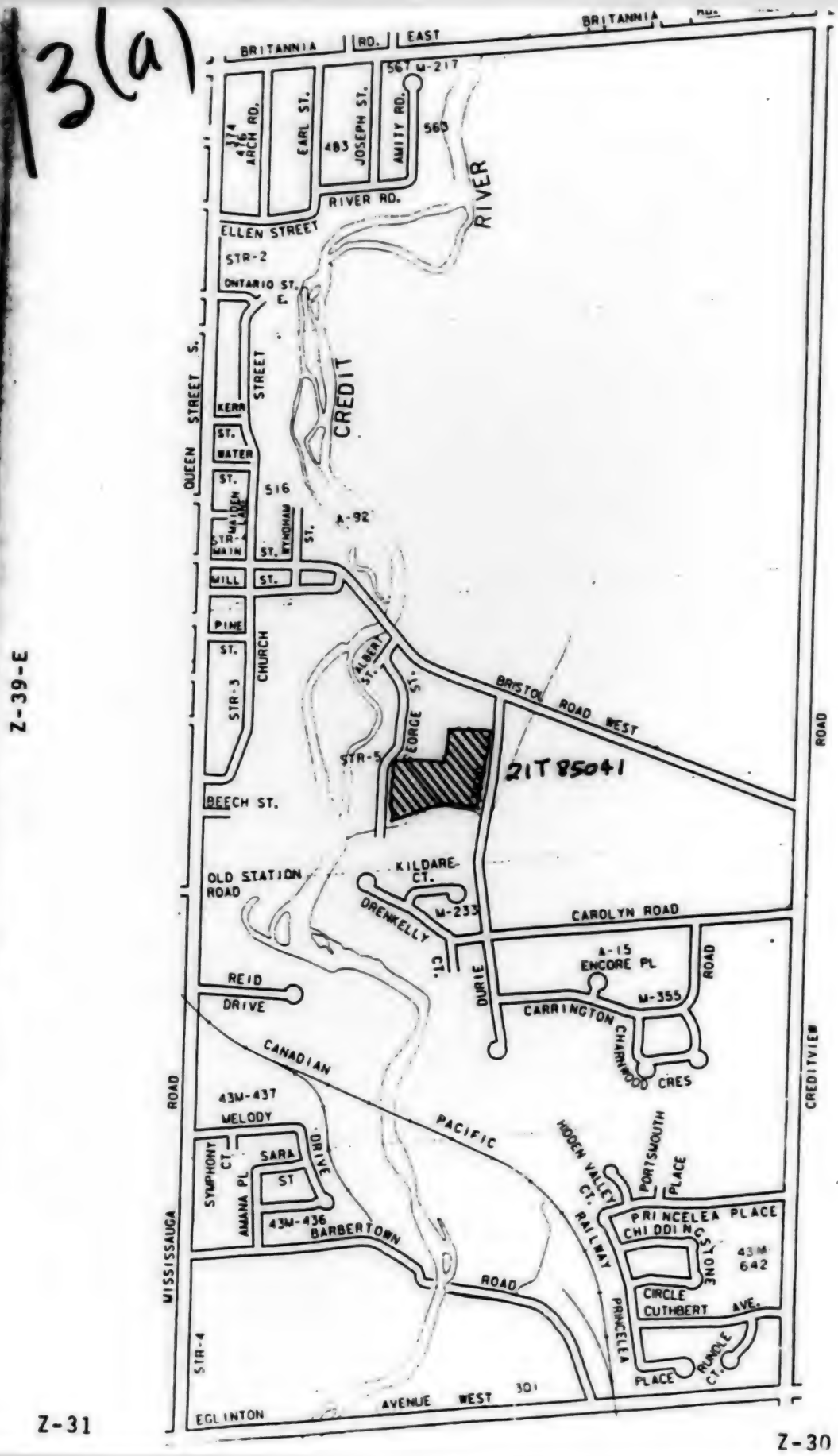
William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

DWR/dab
0487E
Attach.

c.c. Councillor T. Southorn, Ward 9.

FORM 145

13(a)


Z-45-W
BRITANNIA RD. EAST
BRITANNIA RD.
567 M-217
374
376
ARCH RD.
EARL ST.
483
JOSEPH ST.
AMITY RD.
563
RIVER RD.
ELLEN STREET
STR-2
ONTARIO ST.
RIVER
CREDIT
QUEEN STREET S.
KERR STREET
ST.
WATER
ST.
516
MAIDEN LANE
STR-1
MAIN
ST.
KYNOHAM
ST.
A-92
MILL
ST.
PINE
ST.
STR-3
CHURCH
ALBERT
ST.
GEORGE ST.
BRISTOL ROAD WEST
STR-5
21T85041
BEECH ST.
OLD STATION ROAD
KILDARE CT.
DRENKELLY CT.
M-233
CAROLYN ROAD
A-15
ENCORE PL
M-355
DURIE ROAD
CARRINGTON
CHARNWOOD CRES
REID DRIVE
CANADIAN PACIFIC RAILWAY
43M-437
MELODY
SYMPHONY CT.
SARA ST
AMANA PL
DRIVE
43M-436
BARBERTOWN ROAD
MISSISSAUGA ROAD
STR-4
EGLINTON AVENUE WEST
301
HIDDEN VALLEY CT.
PORTSMOUTH PLACE
CREDITVIEW ROAD
PRINCELEA PLACE
CHIDDINGSTONE CIRCLE
43M-642
CUTHBERT AVE.
PRINCELEA PLACE
RUNDLE CT.
Z-39-E
Z-38-E
Z-31
Z-30
7-38-W

City of Mississauga

MEMORANDUM

File: 11 141 00045
12 111 00014

14

To Chairman and Members of
Dept. Operations and Works Committee.

From William P. Taylor, P.Eng.,
Dept. Engineering and Works Dept.

October 2, 1986

OPERATIONS/WORKS OCT 15 1986

SUBJECT: Proposed Street Names (The Planning Management Group Ltd. 21T80047)

SOURCE: Engineering and Works

COMMENTS: The Planning Management Group Limited submitted the following proposed Street Names for the Rogers Telecommunications Limited Subdivision 21T80047:

8034
OCT - 6 1986
T-80047
F.02.07

Adwell Crescent
Bateau Court
Chapman Street
Daneshill Court
Erskine Crescent
Grandcove Circle
Rushton Gate

The submission was reviewed by the Region of Peel Street Names Committee on July 9, 1986 and the following names were approved:

Adwell Crescent
Bateau Court
Chapman Street
Daneshill Court
Erskine Crescent
Grandcove Circle

Rushton had previously been assigned to another subdivision.

A report was written to Operations and Works Committee on July 11, 1986 recommending that the approved names from the Region of Peel Street Names Committee be assigned to the Rogers Subdivision 21T80047.

Continued. . . . . .

12-1(a)

Councillor L. Taylor deferred this report on July 25, 1986, and on October 1, 1986 provided his own list of names he would like in this subdivision as follows:

Africa	Grappa
Ardromeda	Italia
Aquarius	Jutland
Arnstein	Nanak
Callisto	Roma
Commonwealth	Serife
Demolay	Shipka
Fasdon	Spidola
Fornax	Vega
Gemini	Zagreb
Ghandi	Zambri

These names as well as the developer's names are from the City of Mississauga's Reserve Street Name List.

"Aquarius" is presently reserved for use in subdivisions 21T84009 and 21T84012 and is not available. "Nanak" is presently reserved for use in subdivision 21T82031 and is not available.

The subdivision requires seven (7) street names.

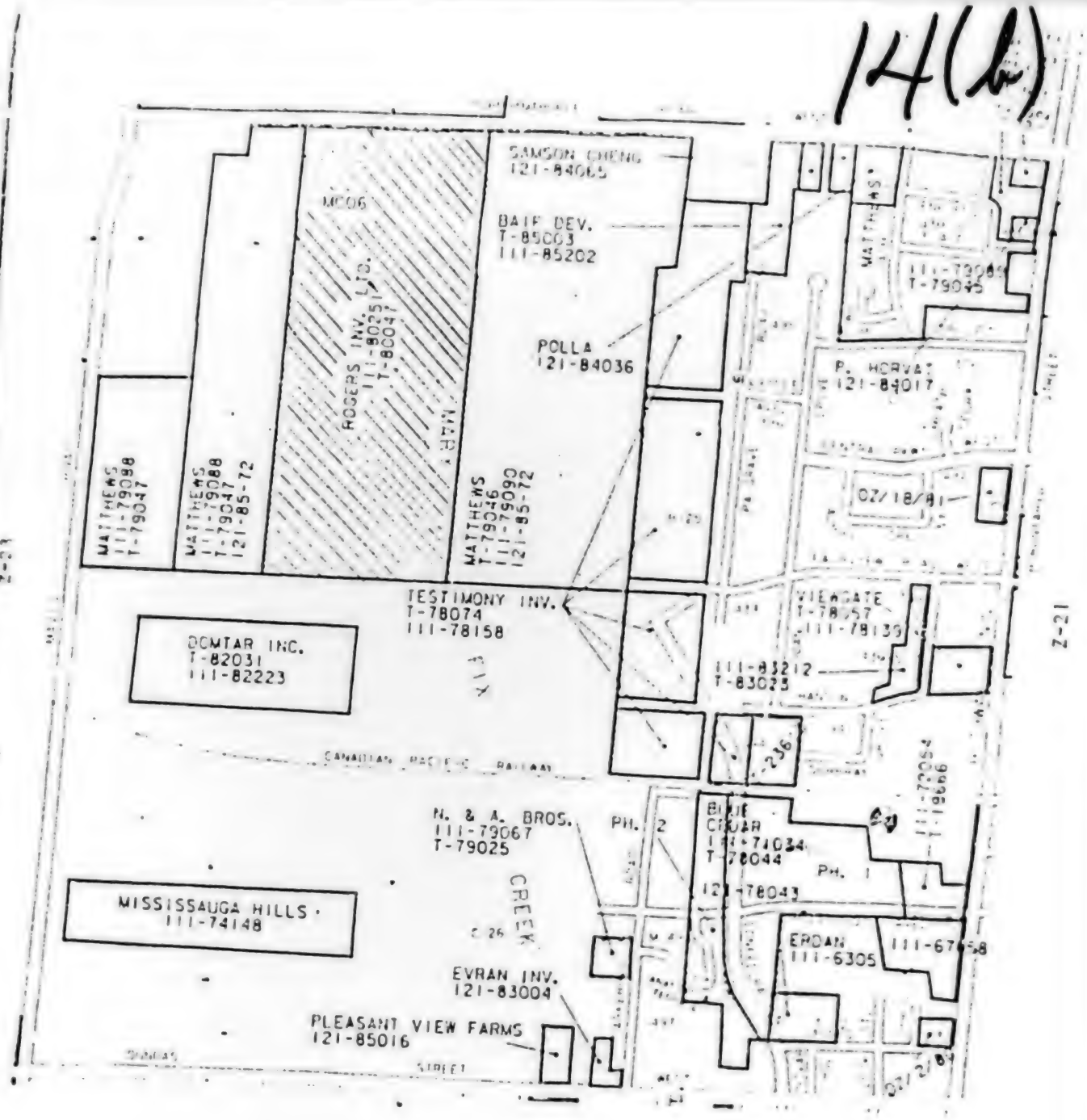
RECOMMENDATION: That Councillor L. Taylor meet with the Planning Management Group and Rogers Telecommunications Limited and pick seven (7) street names from the following list of names, and that a plan showing their final decision be forwarded to the Engineering Department.

Adwell Crescent	Gemini
Africa	Ghandi
Andromeda	Grappa
Arnstein	Grandcove Circle
Bateau	Italia
Callisto	Jutland
Chapman Street	Roma
Commonwealth	Serife
Daneshill Court	Shipka
Demolay	Spidola
Erskine Crescent	Vega
Fasdon	Zagreb
Fornax	Zambri

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

[redacted].
DWR/dm
0491E
cc: Councillor L. Taylor
Kevin J. Tunney - The Planning Management Group
att.

14(b)


SAMSON CHENG
121-84065
MC06
BAIF DEV.
T-85003
111-85202
ROGERS INV. LTD.
111-80251
T-80047
MATTHEWS
111-79088
T-79047
MATTHEWS
111-79088
T-79047
121-85-72
MATTHEWS
T-79046
111-79090
121-85-72
POLLA
121-84036
MATTHEWS
P. HORVAT
121-84017
OZ/18/81
TESTIMONY INV.
T-78074
111-78158
DOMTAR INC.
T-82031
111-82223
VIEWGATE
T-78057
111-78139
111-83212
T-83023
Z-23
Z-21
CANADIAN PACIFIC RAILWAY
N. & A. BROS.
111-79067
T-79025
PH. 2
PH. 1
MISSISSAUGA HILLS
111-74148
CREEK
EVRAN INV.
121-83004
PLEASANT VIEW FARMS
121-85016
ERDAN
111-6305
STREET

Z-15

Z-22

15

MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00056

To Chairman and Members of
Dept. Operations and Works Committee.

From William P. Taylor, P.Eng.,
Dept. Engineering and Works Dept.

September 24, 1986.

OPERATIONS/WORKS OCT 15 1986

SUBJECT: Extended parking on Martel Court and on Sherobee Road.

SOURCE: Petition from Mrs. W.D. Calver on behalf of the residents of Martel Court. Letter from Mr. I Kaneff, Kaneff Properties Ltd., Sherobee Road #'s 2170, 2177 and 2211.

COMMENTS: The Engineering Department is in receipt of requests to permit extended 12-hour overnight parking on Martel Court and on a portion of Sherobee Road. Each of the locations have been reviewed by Engineering personnel, using the criteria for extended parking adopted by City Council on May 14, 1984. Extended on-street parking will only be considered in developments where the individual unit has less than two on-site parking spaces and cannot develop additional on-site parking.

REGISTRY 9039
DATE OCT - 6 19
F.06.04.02

MARTEL COURT:
Our review indicates that all units on this roadway have at least 200% on-site parking; one garage space and one driveway space, and most driveways appeared large enough to accommodate at least two vehicles.

This would increase on-site parking to 300% for most units. Many units appeared to have available space for driveway expansion. In view of the above, and based on the current criteria for extended on-street parking, we cannot recommend this roadway as a candidate for this long term parking.

SHEROBEE ROAD:
Our review of the three Kaneff properties on Sherobee Road, #'s 2177, 2211 and 2170, indicates that these properties have 117%, 120% and 139% on-site parking respectively. The building superintendents have indicated that many of the tenants have more than one vehicle and have requested additional parking. There appears to be little available space for expansion of existing facilities, since most of the parking is underground.

Further, we have been advised that the Building Department has found inadequate visitors parking at all of the above properties. In this regard, the property superintendents have indicated that much of the above ground tenant parking is being converted to visitors parking, creating a further shortage.

.../2

15(a)

In view of the above, and based on existing criteria, this area would be a candidate for extended on-street parking.

Currently, due to previous parking problems on Sherobee Road adjacent to these properties, this department had prohibited parking within six metres (20 feet) of each access to #'s 2177 and 2211, and on the south and west sides of Sherobee Road between Hurontario Street and the North Service Road.

This department would have no objections to permitting 12-hour parking on the north and east sides of Sherobee Road from a point 55 metres (180 feet) east of Hurontario Street to a point 185 metres (607 feet) east and southerly thereof, provided the current parking prohibitions remain, and that parking be prohibited on the north side from Hurontario Street to a point 55 metres (180 feet) easterly. (This prohibition is handled within the current definitions of By-law 444-79 dealing with parking near signalized intersections).

RECOMMENDATIONS:

1. That extended parking for 12-hours not be permitted on Martel Court.

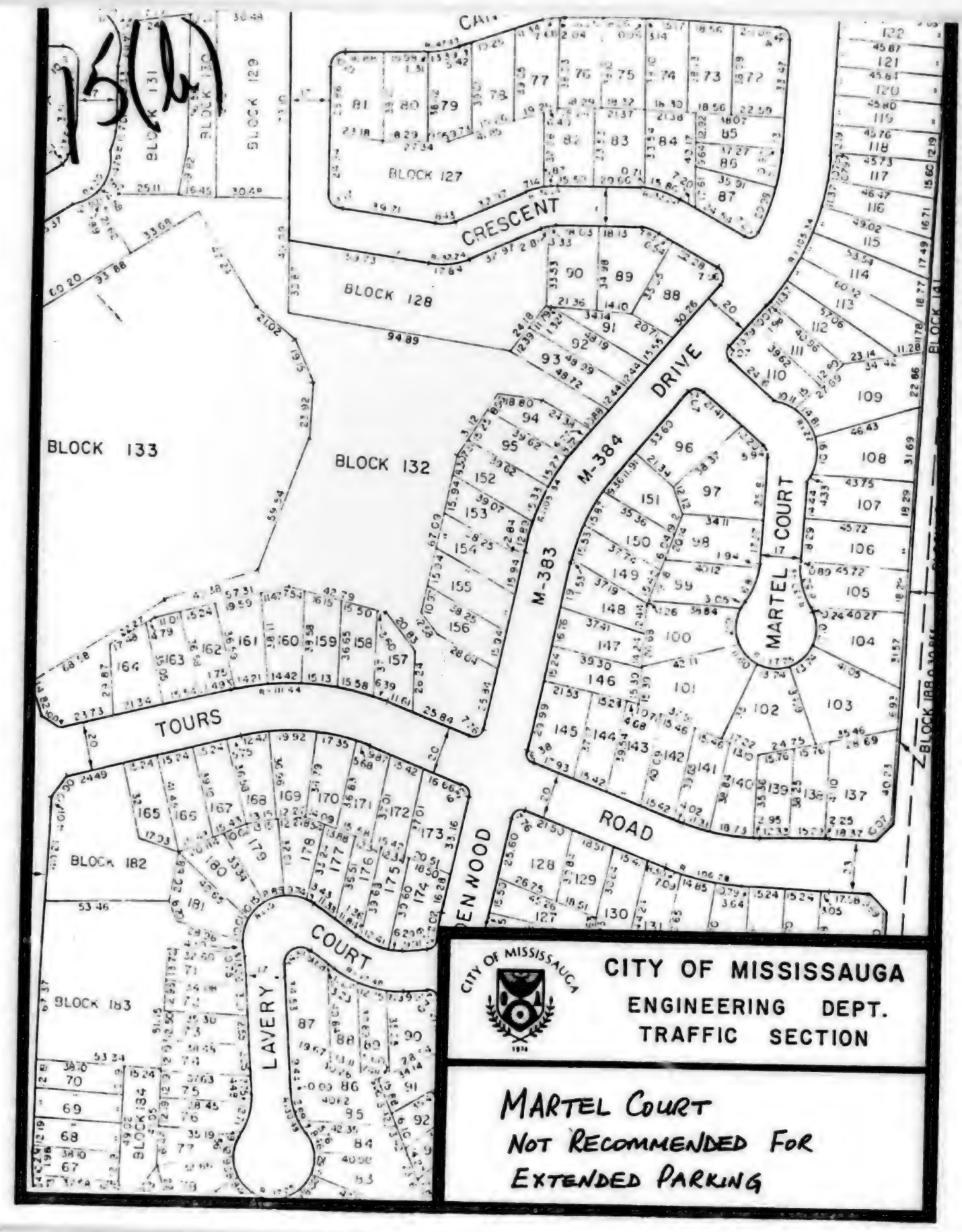
2. That a by-law be passed authorizing 12-hour parking on the north and east sides of Sherobee Road, between a point 55 metres (180 feet) east of Hurontario Street and a point 185 metres (607 feet) east and southerly.

3. That prohibitive parking signs be installed on the north side of Sherobee Road between Hurontario Street and a point 55 metres (180 feet) east.

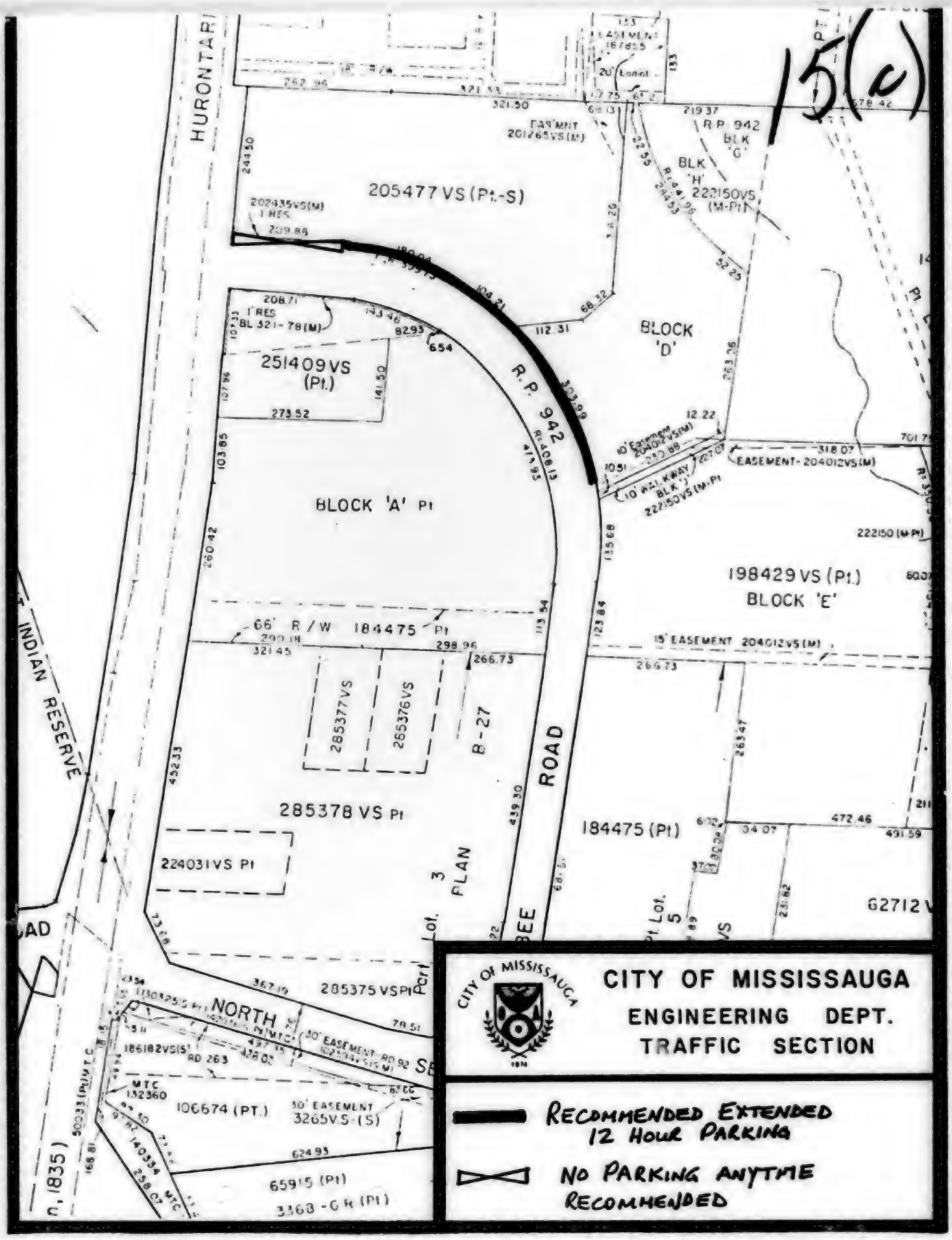
William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

SH/dab
0271E

15(b)


BLOCK 131
BLOCK 130
BLOCK 129
BLOCK 127
CRESCENT
BLOCK 128
BLOCK 133
BLOCK 132
M-384
DRIVE
M-383
MARTEL COURT
BLOCK 141
TOURS
ROAD
BLOCK 182
BLOCK 183
BLOCK 184
LAVERY COURT
CITY OF MISSISSAUGA
ENGINEERING DEPT.
TRAFFIC SECTION
MARTEL COURT
NOT RECOMMENDED FOR
EXTENDED PARKING

15(c)


HURONTARIO
INDIAN RESERVE
ROAD
205477 VS (Pt.-S)
202435VS(M)
251409 VS (Pt.)
BLOCK 'A' Pt
BLOCK 'D'
BLOCK 'E'
198429 VS (Pt.)
222150 (M-Pt)
R.P. 942
66' R/W 184475 Pt
285377 VS
285376 VS
285378 VS Pt
224031 VS Pt
285375 VS Pt
184475 (Pt.)
186182VS(S)
100674 (PT.)
65915 (Pt)
3368 - G R (Pt)
CITY OF MISSISSAUGA
ENGINEERING DEPT.
TRAFFIC SECTION
RECOMMENDED EXTENDED 12 HOUR PARKING
NO PARKING ANYTIME RECOMMENDED

16

MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00009

To Chairman and Members of
Dept. Operations and Works Committee.

From William P. Taylor, P.Eng.,
Dept. Engineering & Works Dept.

September 22, 1986.

OPERATIONS/WORKS OCT 15 1986

SUBJECT: Parking prohibition on Birchview Drive, south of Indian Road.

SOURCE: Mr. Kircheis, 1442 Birchview Drive, Mississauga, Tel. No. 278-1631.

COMMENTS:

RECEIVED
8040
OCT - 6 1986
F.06.04.02

The Engineering Department has received a request from Mr. Kircheis to install prohibitive parking signs at the above noted location. Mr. Kircheis is concerned with the number of vehicles which park on Birchview Drive, south of Indian Road, on Sundays as a result of insufficient parking at "Assyrian Church of the East", 1155 Indian Road.

This department has investigated Mr. Kircheis' concerns and found several vehicles parked on Indian Road and a few parked on Birchview Drive, in front of Mr. Kircheis' home. Indian Road is constructed with thirty-two feet (9.8 m) of pavement capable of supporting parking on one side while still maintaining two through lanes of traffic. However, when parking occurs on Birchview close to the intersection, it creates congestion in the intersection.

Therefore, we support Mr. Kircheis' request for a parking prohibition on Birchview Drive, two hundred feet (60 m) south of Indian Road, on both sides. This prohibition will only front Mr. Kircheis' home and his neighbours across the street.

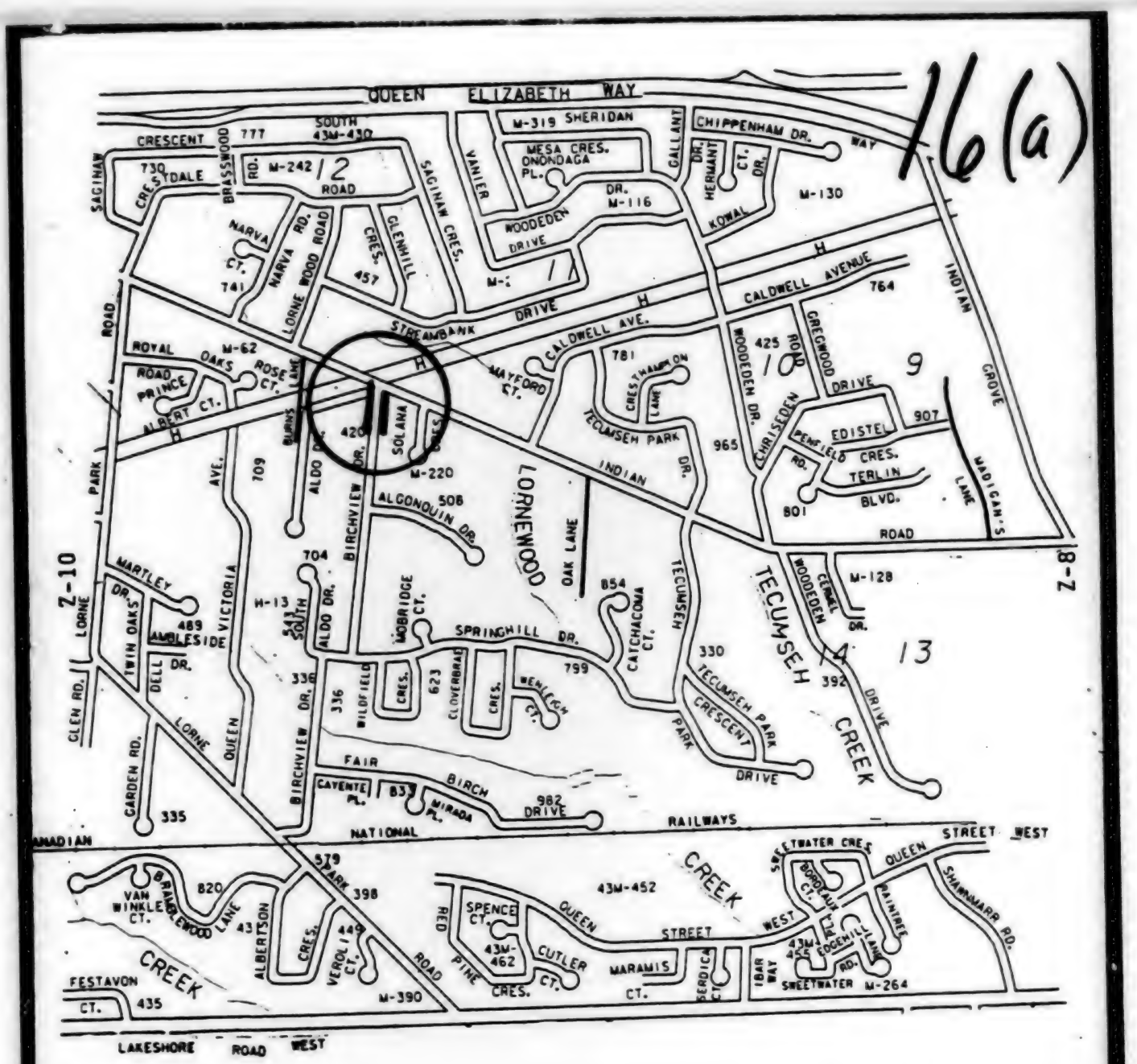
RECOMMENDATION: That a by-law be passed authorizing a parking prohibition on both sides of Birchview Drive, two hundred feet (60 m) south of Indian Road.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

MJF/dab
0271E

FORM 145

16(a)



CITY OF MISSISSAUGA
ENGINEERING DEPT.
TRAFFIC SECTION

BIRCHVIEW DRIVE S/OF INDIAN ROAD.
PARKING PROHIBITION

11

MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00021

To Chairman and Members of
Dept. Operations and Works Committee.

From William P. Taylor, P.Eng.,
Dept. Engineering and Works Dept.

September 22, 1986.

OPERATIONS/WORKS OCT 15 1986

SUBJECT: Parking prohibition on Mikeboro Court.

SOURCE: Petition from area residents.
Request for Report No. 219-86, Council - August 13, 1986.

COMMENTS: The Engineering Department has been requested to prohibit parking on Mikeboro Court between the hours of 7:00 p.m. to 7:00 a.m., Monday to Saturday, by a petition from the area residents.

RECEIVED
REGISTRY No. 7889
DATE SEP 30 1986
FILE No. F.06.04.02
CLERK'S DEPARTMENT

This petition included signatures from eighteen of the twenty-four residential dwellings on the court, or 75%. We only require a majority approval of two-thirds or 66% of the affected residents.

When we contacted the petitioner's representative, Mr. Brian Higgins, he explained that patrons of the local restaurant/ tavern are consistently parking on Mikeboro Court when patronizing this establishment in the p.m. hours. Mr. Higgins also stated that the presence of parked vehicles on Mikeboro Court severely restricts access for the residents.

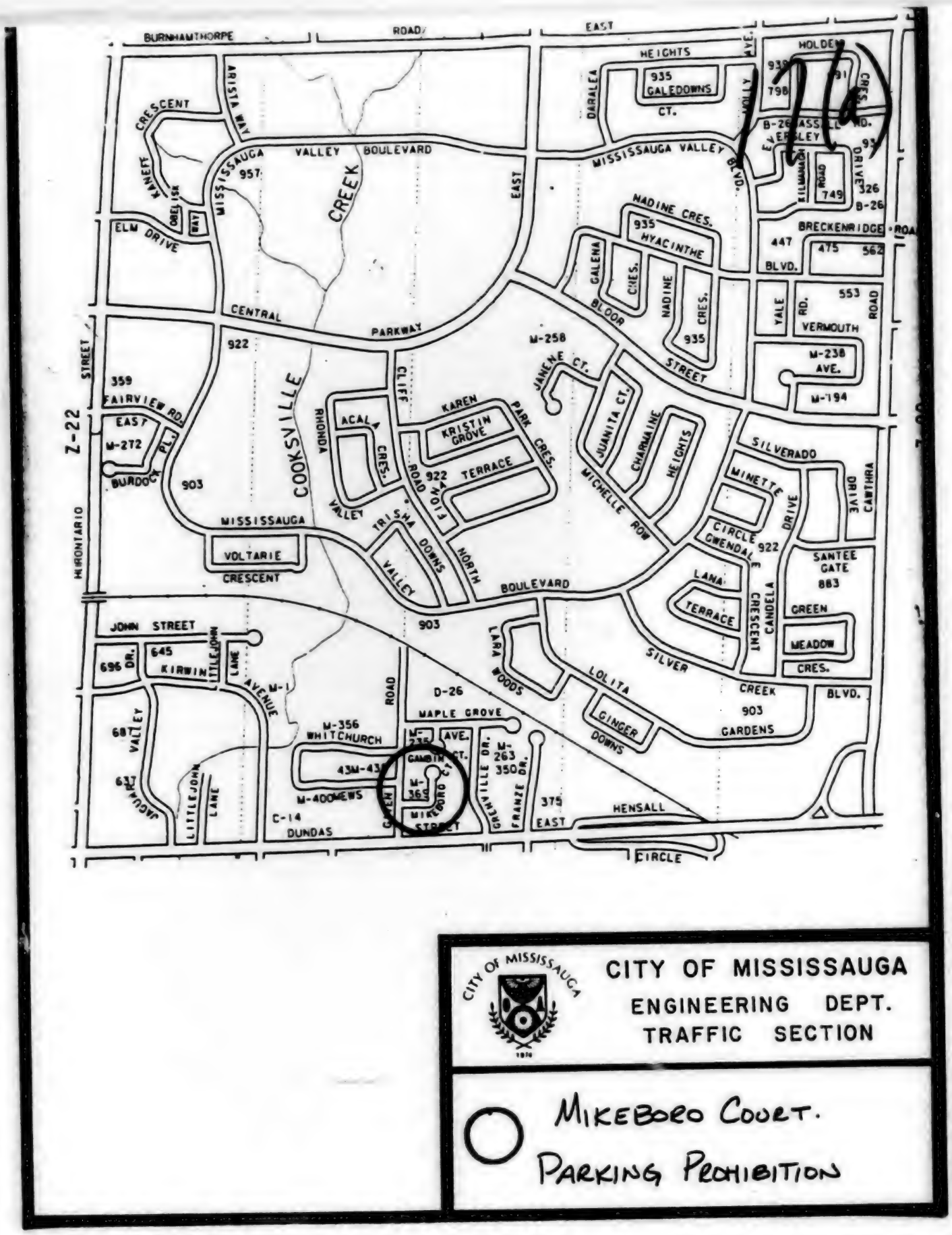
Therefore, the Engineering Department can support this request, based on the concurrence of 75% of the affected residents. We also note that this prohibition will help reduce on-street congestion for snow removal during winter months. Also, parking is currently prohibited on both sides of Given Road from Dundas Street to the south intersection of Whitchurch Mews, therefore, the current problem on Mikeboro Court will not be relocated to Given Road.

RECOMMENDATION: That a by-law be passed authorizing a parking prohibition on both sides of Mikeboro Court from 7:00 p.m. to 7:00 a.m., Monday to Saturday.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

MJP/dab
0487E

FORM 145



CITY OF MISSISSAUGA
ENGINEERING DEPT.
TRAFFIC SECTION

MIKEBORO COURT.
PARKING PROHIBITION

18

MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00006

To Chairman and Members of
Dept. Operations and Works Committee.

From William P. Taylor, P.Eng.,
Dept. Engineering and Works Dept.

October 6, 1986.

OCT 15 1986
OPERATIONS/WORKS

SUBJECT: Parking Prohibition - Alexandra Avenue.

SOURCE: Petition from area residents dated August 23, 1985.

COMMENTS: The Engineering Department has been requested to prohibit parking on Alexandra Boulevard/Avenue by a petition from the area residents.

8096
OCT - 8 1986
F.06.04.02

The petition was submitted last year, requesting a one-sided prohibition for the entire length of Alexandra Boulevard/Avenue. At that time it was refused due to the fact that a majority (two-thirds) of the residents did not sign the petition. Recently, due to frequent complaints of congestion on-street, we reviewed the petition and determined that the section of Alexandra Avenue from Alexandra Boulevard to Third Street did receive the signatures of a majority.

Therefore, the Engineering Department would support a prohibition on the east side of Alexandra Avenue from Alexandra Boulevard to Third Street. This is based on high vehicle speeds, recent complaints of congestion and a majority of area residents on this section requesting this prohibition (last year's petition).

We do not feel that this prohibition will hinder or inconvenience residents as at least 200% on-site parking is available at each residence, and the congestion as a result of on-street parking will be eliminated, allowing for safer two-way traffic.

A review of the accident history has not revealed a serious problem, however, there appears to be a re-occurrence of out-of-control type incidents. These may be caused by the crowded on-street conditions because of parked vehicles and high vehicle speeds.

We have notified the Peel Regional Police regarding the speeding problem and have requested enforcement. We suggest prohibiting the east side of Alexandra since a school bus loading zone exists on the west side of the roadway.

.../2

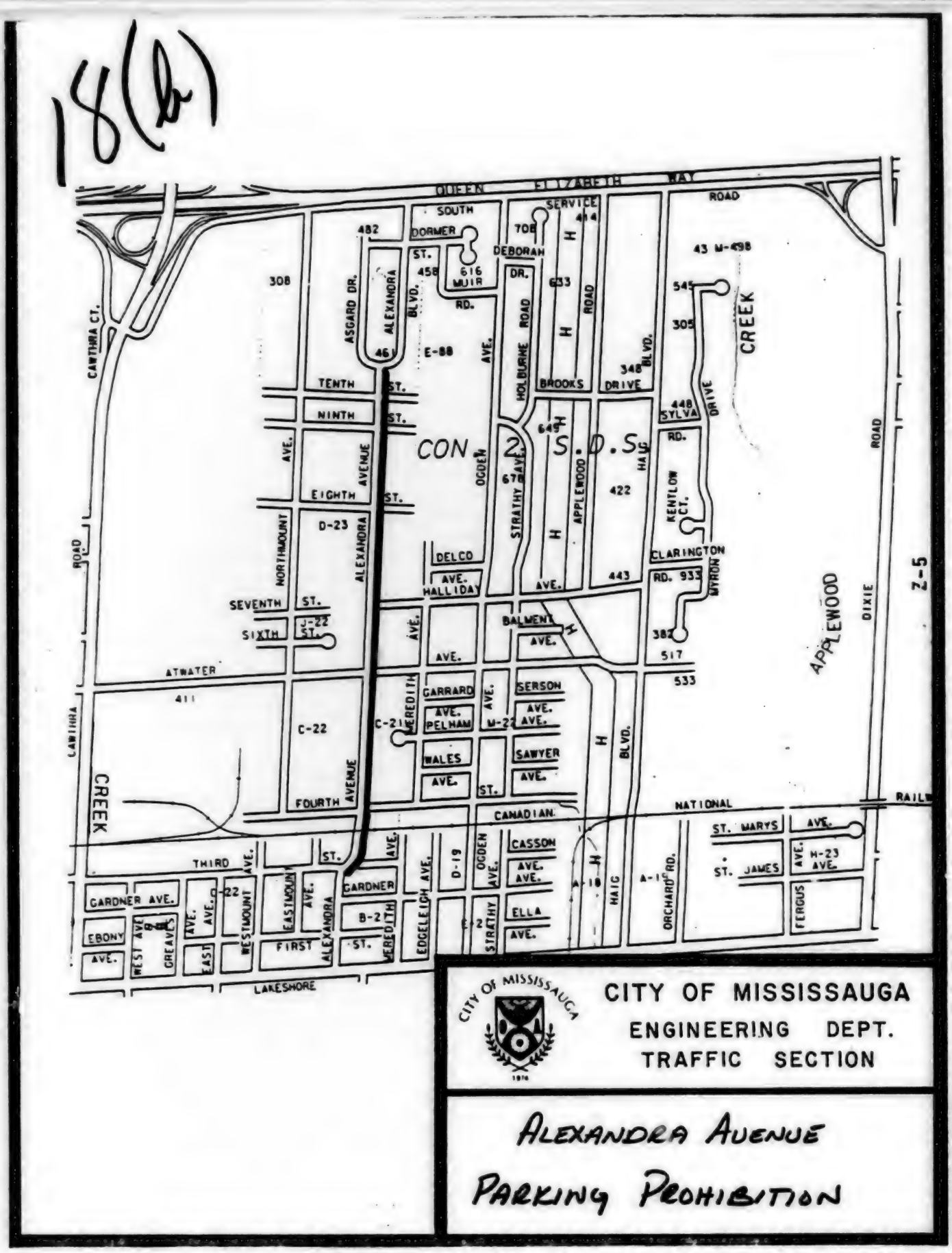
18(a)

RECOMMENDATION: That a by-law be passed authorizing a parking prohibition on Alexandra Avenue from Alexandra Boulevard to Third Street, east side.

for William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

MJF/dab
0487E
Attach.

18(b)



CITY OF MISSISSAUGA
ENGINEERING DEPT.
TRAFFIC SECTION

ALEXANDRA AVENUE
PARKING PROHIBITION

...y of Mississauga

MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00020

14

To Chairman and Members of
Dept. Operations and Works Committee.

From William P. Taylor, P.Eng.,
Dept. Engineering & Works Dept.

October 6, 1986.

OCT 15 1986
OPERATIONS/WORKS

SUBJECT: Traffic congestion on Leilani Drive.

SOURCE: Mrs. Linda Wilson, 1071 Leilani Drive, 270-6263.

COMMENTS: Mrs. Wilson has contacted the Engineering Department requesting a parking prohibition on the north side of Leilani Drive, west of Constitution Boulevard.

RECEIVED

8097
OCT - 8 1986

F.06.04.02

We have investigated Mrs. Wilson's concerns and found that when parking occurs on both sides of Leilani Drive through traffic is obstructed. These parked vehicles are associated with a townhouse complex opposite Mrs. Wilson's residence.

In order to reduce this congestion we propose to restrict parking on the north side of Leilani Drive from Constitution Boulevard to Orcades Crescent. This would only eliminate three (3) legal parking spots from in front of Mrs. Wilson's and her neighbour's house whose access is off of Orcades Crescent. We have spoken with Mrs. Wilson and she is in favour of the prohibition.

Parking will also be restricted fifty feet (15 m) from the intersection on the south side of Leilani Drive, to keep the intersection clear. A new by-law is not required for this prohibition as it is covered under the general provisions of Traffic By-law 444-79.

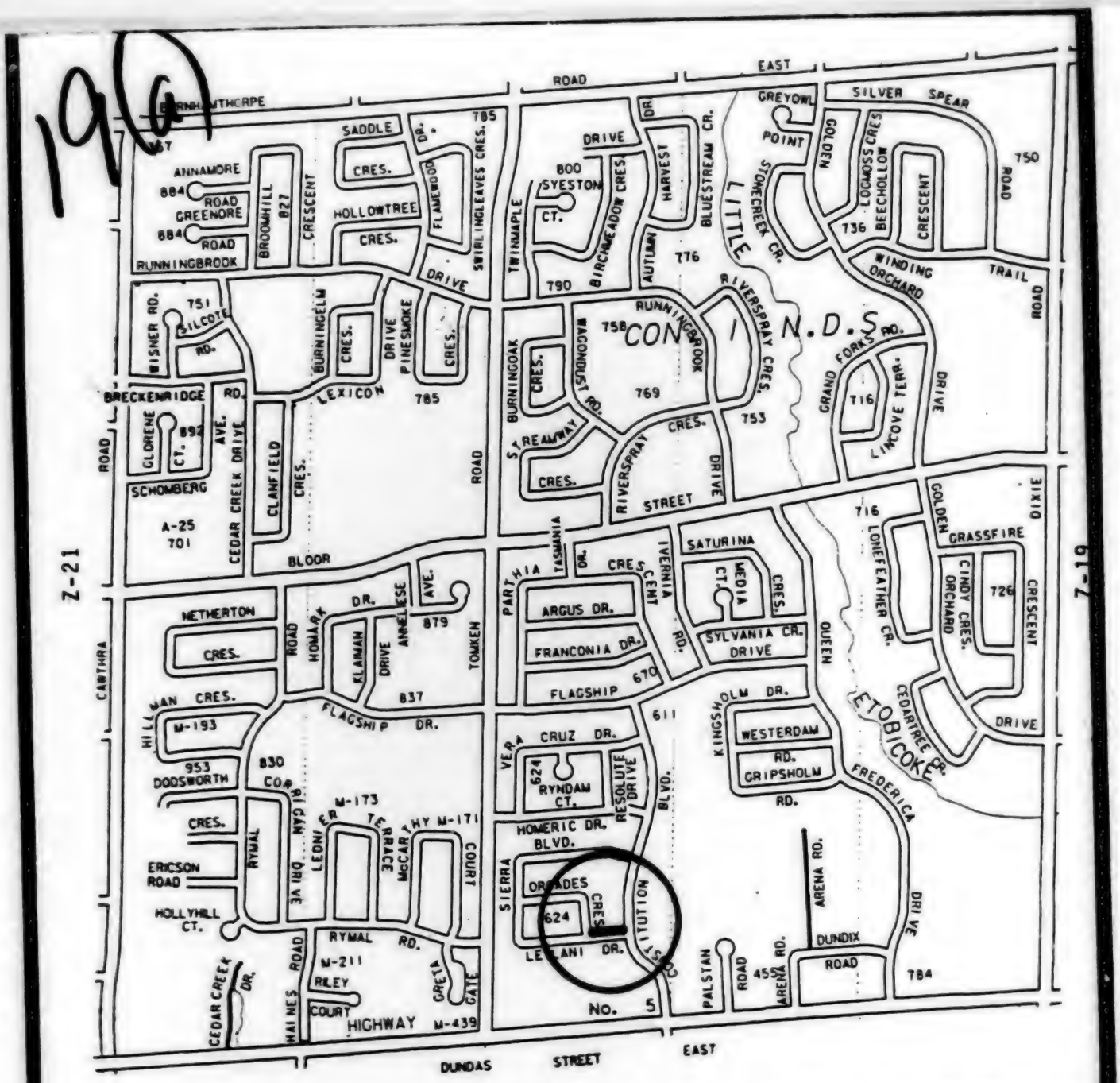
RECOMMENDATION: That a by-law be passed authorizing a parking prohibition on Leilani Drive from Constitution Boulevard to Orcades Crescent, north side.

for. William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

MJF/dab
0487E
Attach.

FORM 145

196



CITY OF MISSISSAUGA
ENGINEERING DEPT.
TRAFFIC SECTION

LEILANI DRIVE

PARKING PROHIBITION

City of Mississauga

MEMORANDUM

20

To MAYOR AND MEMBERS OPERATION AND WORKS COMMITTEE

From L. W. Stewart, Q. C.

Dept. 8037 Dept. City Solicitor

OCT - 6 1986

L.07.01.04

2nd October, 1986.

OPERATIONS/WORKS OCT 15 1986

SUBJECT: Request for Report 266-86
Council request to prepare a report to Operation and Works Committee "with respect to problems experienced with mini-bikes in the City".

COMMENTS: From time to time over the past years the City has received complaints concerning motorized recreational vehicles, or off-road vehicles driving around the Credit River valley lands, Ontario Hydro lands, parks and private lands. Mini-bikes, trail bikes, three wheelers, and four wheel drive vehicles all come within the definition of off-road vehicles. Several specific complaints were about such vehicles driving in the Credit River valley, in 1984 and 1985. In the past year or two the City has posted signs and the Regional Police have increased their activities to control this nuisance.

The results have been favourable. The City By-law Enforcement section has not received any complaints in the past year. The police have been following up and continuing their patrols and report "no unusual activities with respect to off-road vehicles".

The Legal Department has a substantial file on the subject matter, going back to 1977. A partial chronology could include:

By-law 44-80 of the City of Mississauga

Bill 61 of November, 1983, Chapter 53 of 1983 Statutes of Ontario - An Act to regulate off-road vehicles.

Various reports, memos and correspondence during 1983 to 1986.

Meetings of Regional Police, and staff of the City of Mississauga, City of Brampton and the Credit Valley Conservation Authority staff at Police Headquarters.

FORM 145

2(a)

A letter dated May 5th, 1986, to the writer from Inspector Len Hughes of the Peel Regional Police Force mentions:

> "As discussed at our November 27, 1985 meeting, the need for enhanced enforcement was addressed by Deputy Chief Teggart with Divisional Commanders at a recent Operations Senior Staff Meeting. They in turn will be directing their personnel to implement a policy of strict, but fair, enforcement.
>
> In addition, a news release was issued on April 28, 1986 by Deputy Chief Teggart making owners and operators aware of some of their responsibilities. A copy of the news release is enclosed for your information.
>
> Copies of the news release are also being forwarded to both Boards of Education with additional re-inforcement of force policy by our Traffic Safety Bureau during the course of their school visits".

A copy of the Deputy Chief's news release is attached to this report.

The end result of the increased activities of the Recreation and Parks Department, staff of Regional Police and of other City staff seems to be a much reduced problem, evidenced by the fact that complaints lately have been practically non-existent.

RECOMMENDATION: That the report dated October 2nd, 1986, from the City Solicitor with regard to mini-bikes in the City, be received.

L. W. Stewart, Q. C.,
City Solicitor.

LWS/jalf
Encl.

20(h)

NEWS RELEASE

ORIGINATOR: (Name, Address, Phone)

Deputy Chief Wm. J. Teggart 453-3311, ext. 214

CONTACT: (Name, Address, Phone)

Inspector L.J. Hughes
Staff Officer to
Deputy Chief Wm. J. Teggart 453-3311, ext. 440

RE: **OFF ROAD VEHICLES**

TO BE RELEASED:
Date: April 28/86 Time: 2:00 pm

Now that Spring has arrived, the Peel Regional Police Force wishes to remind owners and operators of off road vehicles of their legal responsibilities.

In recent years, off road vehicles have become a frequent source of annoyance to residents and, in some cases, a hazard. Therefore, in the course of their duties, police will be specifically checking for illegal off road vehicle use and compliance with the Off Road Vehicle Act and the Trespass to Property Act.

Of particular note are the provisions of the Off Road Vehicle Act relating to the licensing of these vehicles and the necessity of having insurance coverage. The owner of an off road vehicle who fails to produce evidence of insurance

- more -

ORIGINATOR'S SIGNATURE: Insp Dep Chief Teggart

IMMEDIATE DISTRIBUTION:
CHIEF OF POLICE
DEPUTY CHIEF
O/C DIVISIONAL OPERATIONS
DIVISIONAL COMMANDERS
ADMINISTRATION
EXECUTIVE SECRETARY (BOARD OF COMMISSIONERS)
REGIONAL CHAIRMAN
DUTY INSPECTOR'S OFFICE
COMMUNICATIONS SUPERVISOR
COMMUNITY RELATIONS & CRIME PREVENTION BUREAU (FILE COPY)

2021

RE: OFF ROAD VEHICLES

to a police officer, or permits it to be operated without insurance is liable upon conviction to a fine of $500.00.

The provisions of the Off Road Vehicle Act place a considerable onus on all owners of off road vehicles.

Owners of off road vehicles are therefore reminded that by virtue of Section 12, they as owners, are as equally liable as operators for damages arising from the vehicle's use, whether for injury or for property damage. Experience has shown that such damages can be substantial. Likewise, owners are also subject to prosecution for Off Road Vehicle Act violations committed by operators.

The Cities of Brampton and Mississauga both have by-laws which prohibit the use of off road vehicles on parklands or public lands respectively. Persons found in contravention of these by-laws may also be subject to prosecution.

- end -

City of Mississauga

MEMORANDUM

21

To Operation and Works Committee

Dept.

From A.E. McDonald, P. Eng.
Acting Commissioner
Dept. Building, Zoning & Licensing

8038
OCT - 6 1986
L.01.06

OPERATIONS/WORKS OCT 15 1986

September 29, 1986

REQUEST NO.: 237-86

CLERKS FILE NO.: L.01.06

SUBJECT: Request for temporary trailer - 6500 Northwest Drive.

ORIGIN: Letter dated August 19, 1986 from Mr. Charley Arbez to the City Clerk.

COMMENTS: A recent inspection by the area By-law Enforcement Officer has revealed that the trailer has already been placed adjacent to the south wall of the building as indicated on the attached site plan. In our opinion, however, the trailer is not considered an eyesore and its location does not interfere with the required fire routes. As a result of a telephone conversation with the Plant Manager, Mr. Arbez, it was determined that the trailer had become necessary as a result of TCI-Superior acquiring new staff and not having enough proper office facility to accommodate. Mr. Arbez emphasized that the trailer was required only for a temporary period extending to the end of January 1987, after which time it would be removed from the site.

In view of the above, this Department has no objection to the placement of the above mentioned trailer in the location shown on the attached site plan for a temporary period extending to the end of January 1987, subject to all Building Department's conditions with respect to safety and proper housekeeping arrangements to prevent accumulation of garbage and debris in and around said trailer.

Continued...../2

21(a)

RECOMMENDATION: That Mr. Arbez's request for placement of a temporary office trailer for a period extending not beyond February 1, 1987, be granted, subject to all Building Department's conditions with respect to safety and provision of adequate housekeeping arrangements to prevent accumulation of garbage and debris in and around the trailer.

A.E. McDonald, P. Eng.
Acting Commissioner
Building, Zoning & Licensing

/mj

Attachment

c.c. G. Burch

TO: MR. NAVACI
PERMIT DEPT.
CITY OF MISSISSAUGA

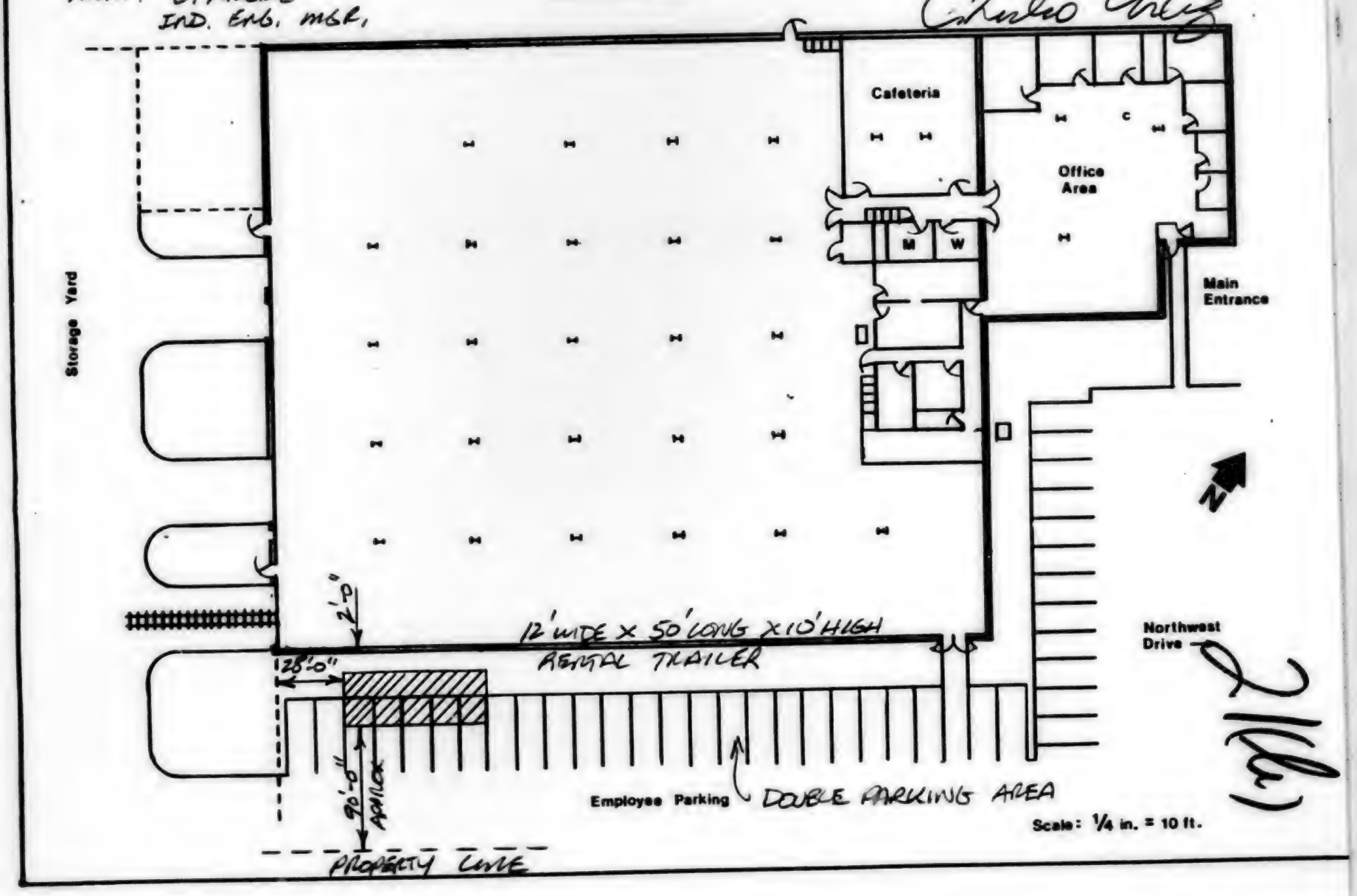
FROM: C. ARBEZ
IND. ENG. MGR.

LAYOUT FOR RENTAL TRAILER

TRI-CANADA
6500 NORTHWEST DR., MISSISSAUGA, ONT.

SEPT 18, 1986

FLOOR PLAN



Scale: 1/4 in. = 10 ft.

(1)2

City of Mississauga

MEMORANDUM

22

To Operations and Works Committee

From Terence L. Julian

Dept.

Dept. City Clerk

September 25, 1986.

OPERATIONS/WORKS OCT 15 1986

LADIES AND GENTLEMEN:

SUBJECT: Bell Canada request for easement over part of Block I, on R. P. 655 further described as Part 1 on Plan 43R-13834, Sheridan Creek Crossing, File F.04.06.01

ORIGIN: Request by Bell Canada of August 26, 1986

COMMENTS: The City of Mississauga has been requested by Bell Canada to grant a permanent easement for their sub-surface conduit cable crossing the Sheridan Creek drainage control channel.

The City's Engineering Department has reviewed the request by Bell Canada and has agreed to the location and granting of the permanent easement for their facilities.

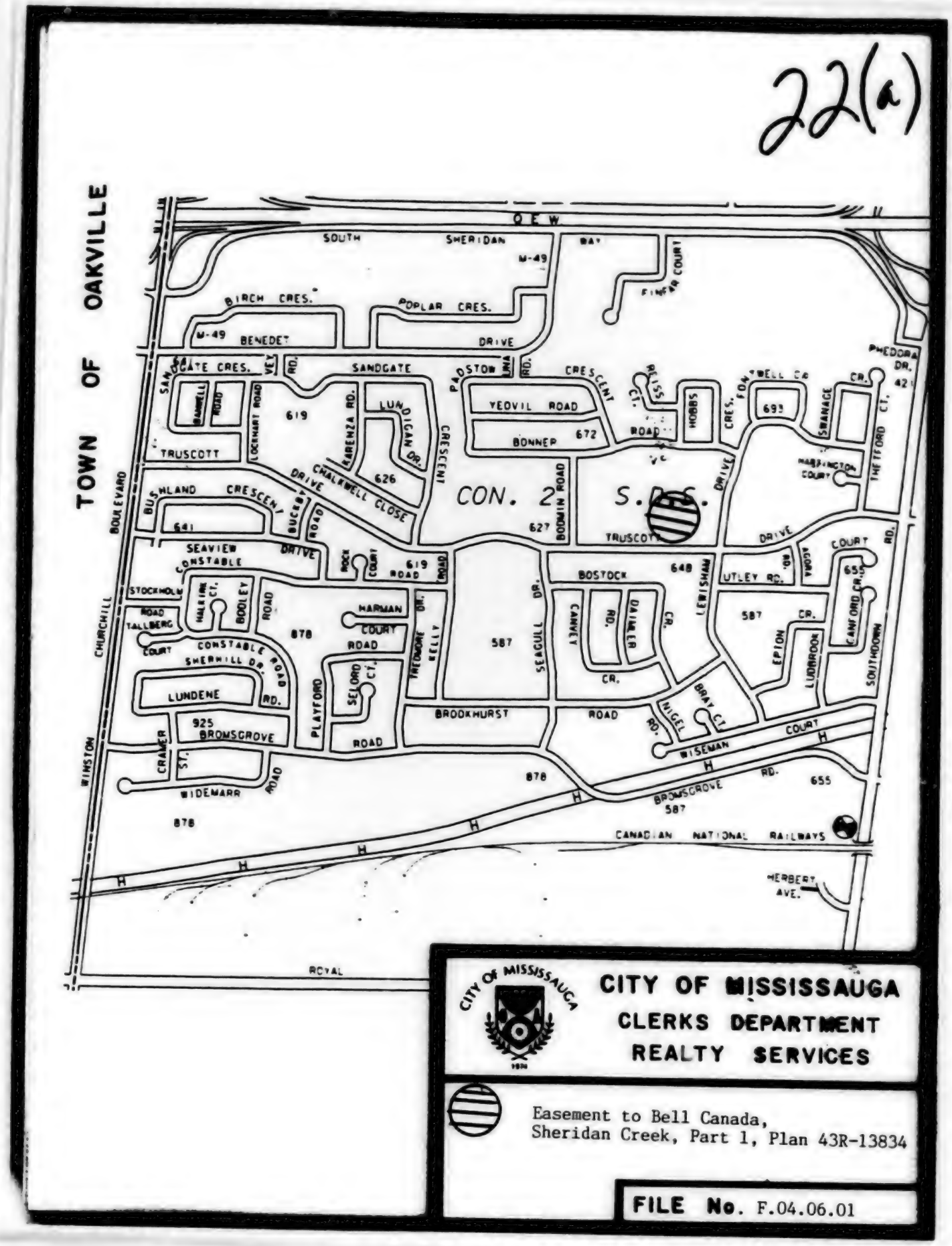
RECOMMENDATION: That a By-law be enacted authorizing execution of a Grant of Easement between the City of Mississauga and Bell Canada over part of the Sheridan Creek drainage control channel described as Part of Block I, R.P. 655, further described as Part 1 on Reference Plan 43R-13834 located on the north side of Truscott Drive, west of Lewisham Drive.

Terence L. Julian, A.M.C.T., C.M.C.,
City Clerk.

PJS:le

FORM 145

22(a)



CITY OF MISSISSAUGA
CLERKS DEPARTMENT
REALTY SERVICES

Easement to Bell Canada,
Sheridan Creek, Part 1, Plan 43R-13834

FILE No. F.04.06.01

23

City of Mississauga

MEMORANDUM

To Operations and Works Committee

From Terence L. Julian

Dept. _____

Dept. City Clerk

October 7, 1986.

LADIES AND GENTLEMEN:

OPERATIONS/WORKS OCT 15 1986

SUBJECT: Antenna Agreement between Hydro Mississauga and the City of Mississauga, 3650 Kaneff Crescent, Clerk's File: E.04.03.03.02

ORIGIN: Mississauga Transit

COMMENTS: At its meeting on July 7, 1986, Council enacted By-law 700-86, authorizing the execution of a lease extension agreement with Peel Condominium Corporation 232 with respect to the premises at 3650 Kaneff Crescent for the radio transmission equipment of the Misssissauga Transit Department.

Hydro Mississauga wishes to mount a two-way radio communication antenna on the Transit communications mast at the subject location. The use of the Transit mast will greatly improve Hydro's radio communications.

Mississauga Transit agreed to Hydro Mississauga's request and instructed the Legal Department to prepare an appropriate Antenna Agreement. Both Peel Condominium Corporation 232 and its agent, Kaneff Properties Ltd., concur with the proposal. The annual rent payable to the City will be $850.00.

It should be pointed out that the rental to the City is only for the use of the Transit Mast. Hydro Mississauga is leasing a separate room from the condominium corporation to house its communications equipment at an annual rental of $4,800.00, similar to the rental paid by the Transit and Fire Departments.

RECOMMENDATION: That a By-law be enacted authorizing the execution of the Agreement between the Corporation of the City of Mississauga and the Mississauga Hydro Electric Commission with regard to the installation, maintenance and operation of an antenna at 3650 Kaneff Crescent.

Terence L. Julian, A.M.C.T., C.M.C.,
City Clerk.

RKJ/le

FORM 145

City of Mississauga

MEMORANDUM

24

To Operations and Works Committee

From Terence L. Julian

Dept.

Dept. City Clerk

October 7, 1986.

OPERATIONS/WORKS OCT 15 1986

LADIES AND GENTLEMEN:

SUBJECT: Proposed conveyance of part of Britannia Road West to the Regional Municipality of Peel, Part of Lot 1, Registrar's Compiled Plan 1541, Part 1, 2 and 3 on Reference Plan 43R-9210, Clerk's File: J.05.810.04.13

ORIGIN: Letter from the Regional Municipality of Peel dated September 18, 1986.

COMMENTS: The Regional Municipality of Peel has requested the City to convey Parts 1, 2 and 3 on Plan 43R-9210 which lands are located at the southwest corner of Britannia Road West and Winston Churchill Boulevard. The property was acquired in May, 1983, by the City gratuitously from the developer for intersection improvements.

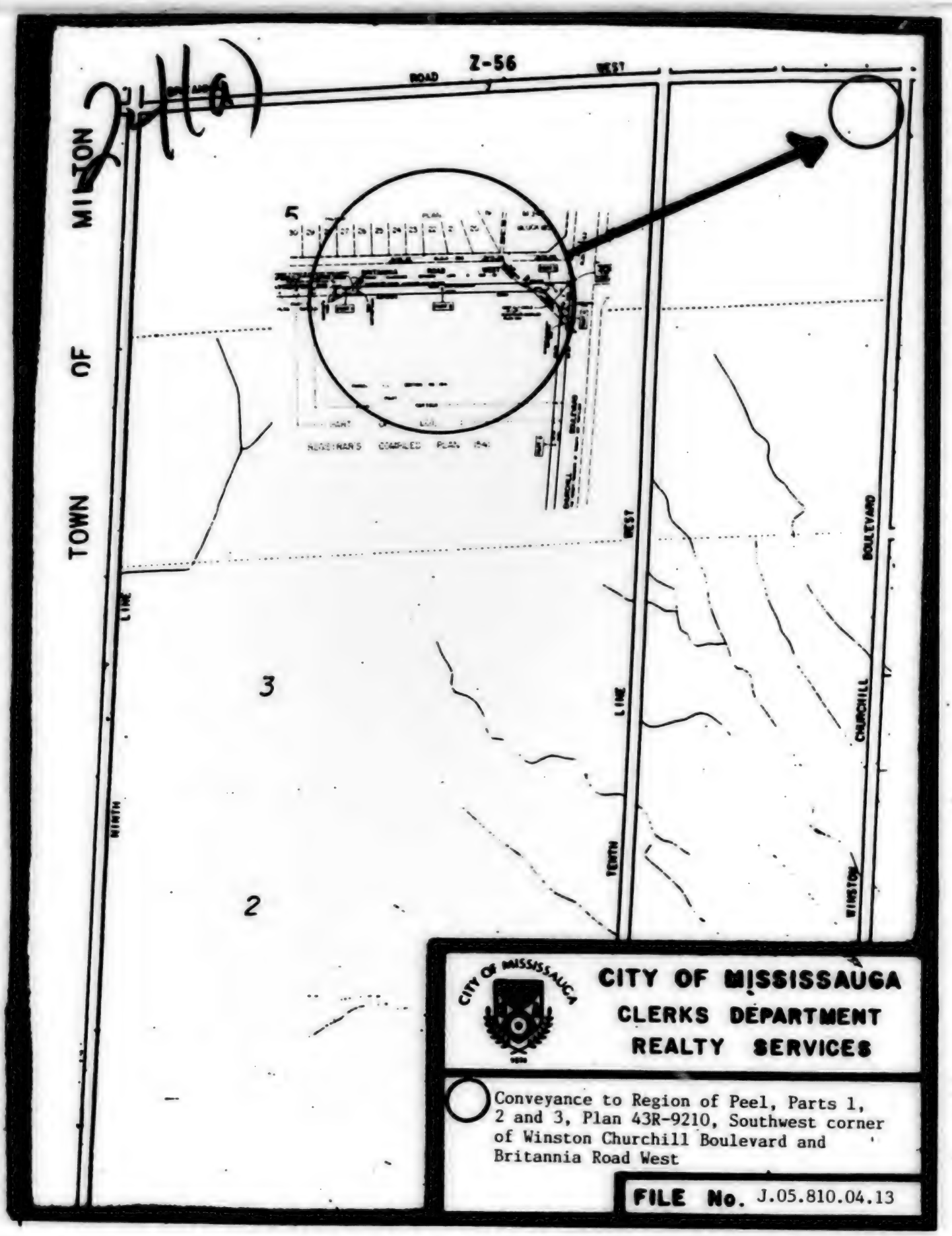
The request has been reviewed by the Engineering Department who are in favour of the conveyance as Britannia Road West located west of Hurontario Street has the status of a Regional road under Regional jurisdiction.

RECOMMENDATION: That a By-law be enacted authorizing execution of a Transfer of Land to the Regional Municipality of Peel for lands located at the southwest corner of Britannia Road West and Winston Churchill Boulevard described as Part of Lot 1, Registrar's Compiled Plan 1541 further described as Parts 1, 2 and 3 on Reference Plan 43R-9210.

Terence L. Julian, A.M.C.T., C.M.C.,
City Clerk.

RTJ
PJS:de

FORM 145


TOWN OF MILTON
Z-56
ROAD
WEST
LINE
NINTH
TENTH
WINSTON
CHURCHILL
BOULEVARD
5
3
2
CITY OF MISSISSAUGA
CLERKS DEPARTMENT
REALTY SERVICES
Conveyance to Region of Peel, Parts 1, 2 and 3, Plan 43R-9210, Southwest corner of Winston Churchill Boulevard and Britannia Road West
FILE No. J.05.810.04.13

City of Mississauga

MEMORANDUM

25

To OPERATIONS & WORKS — From Terence L. Julian

Dept. COMMITTEE — Dept. City Clerk

September 26, 1986

OPERATIONS/WORKS OCT 15 1986

LADIES AND GENTLEMEN:

SUBJECT: Surplus M.G.S. Lands - Proposed Drew Road Extension, Part of Lot 12, Concession 3, EHS
File: A.02.03.04.02

ORIGIN: Letter from the Ministry of Government Services dated July 28, 1986.

COMMENTS: As part of the disposal of surplus land, the City had advised the Ministry of Goverment Services that it had no interest in acquiring the property but would require as a condition of development, lands required to form part of the entrance and daylighting triangle for the future Drew Road extension. The Ministry of Government Services has advised that they wish to complete the conveyance to the City prior to the disposal of the lands and are prepared to sell the lands required by the City at the nominal amount of $200. to cover their administration costs. The Application to Purchase has been reviewed and approved by both the Engineering and Legal Departments.

RECOMMENDATION: That a by-law be enacted authorizing execution of the Application to Purchase lands from the Ministry of Government Services described as Part of Lot 12, Concession 3, E.H.S. and designated as Part 1 on Reference Plan 43R-11448 and all other documents pursuant to the provisions of the Application to Purchase.

Terence L. Julian, A.M.C.T, C.M.C.
City Clerk

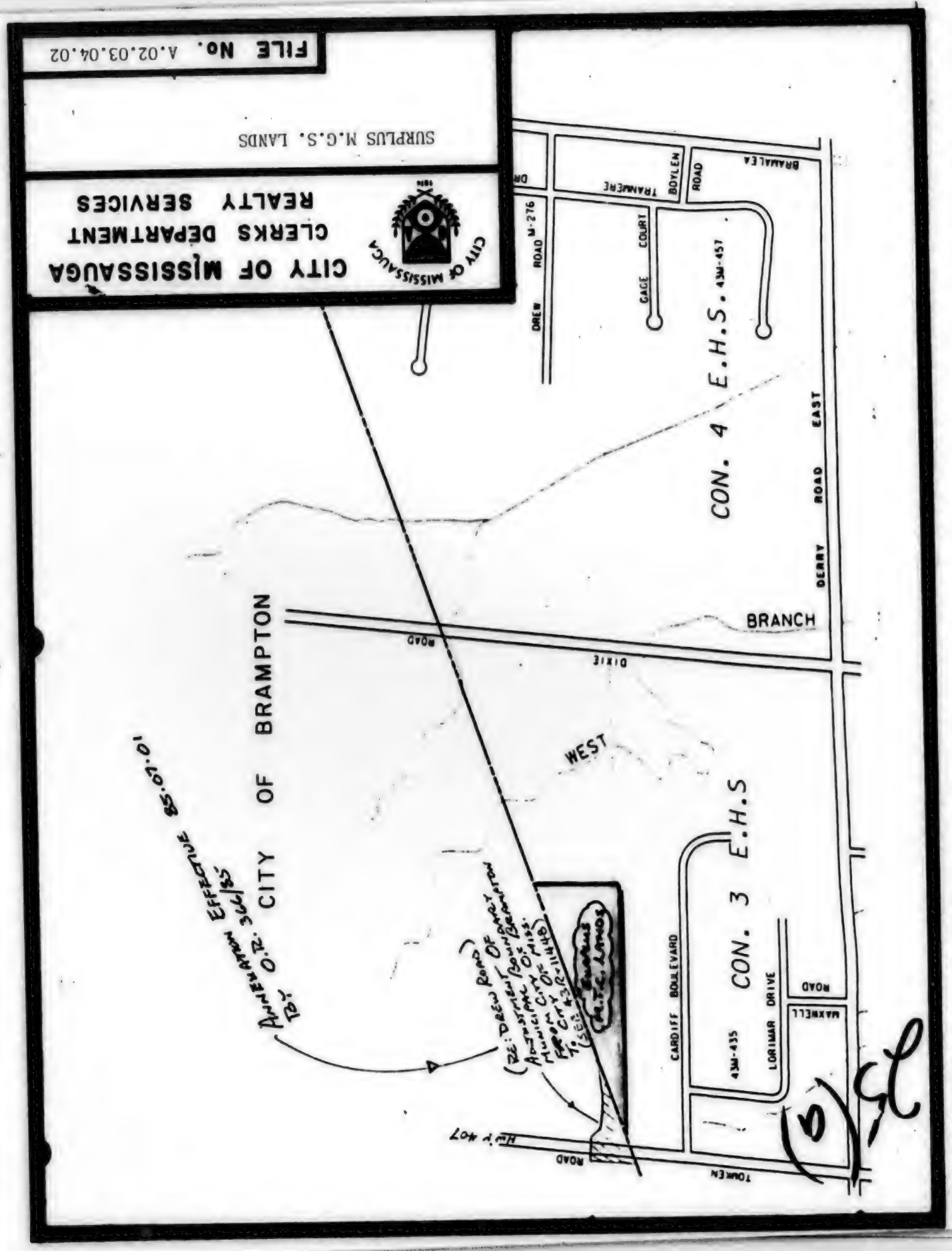
RKJ/lmc
2114C/86C

FORM 145

CITY OF MISSISSAUGA
CLERKS DEPARTMENT
REALTY SERVICES

SURPLUS M.G.S. LANDS

FILE No. A.02.03.04.02



E. A. SIMPSON
CITY CLERK

K. E. AVERY
DEPUTY CITY CLERK

CITY HALL
HAMILTON, ONTARIO
L8N 3T4

46

THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK

1986 September 16

OCT 15 1986
OPERATIONS/WORKS

RECEIVED
7733
SEP 24 1986
F.06.03.05
CLERK'S DEPARTMENT

Honourable Ed Fulton
Minister of Transportation and Communications
3rd Floor
Ferguson Block
77 Wellesley Street West
Toronto
M7A 1Z8

Honourable Sir:

Re: Cyclists on Public Highways

This is to advise that City Council, at its meeting held Tuesday, 1986 August 26, approved Item 47 of the Fifteenth Report of the Transport and Environment Committee as subjoined.

Your prompt attention to and favourable consideration of this request will be greatly appreciated.

Yours very truly,

E. A. Simpson
City Clerk

EAS:RCP:em

c.c. Association of Municipalities of Ontario
Ontario Municipalities

47. That the following resolution dealing with the operation of bicycles on public highways be endorsed.

"WHEREAS the violation of traffic laws by cyclists on public highways is a serious case of concern in urban municipalities, and an extremely unsafe practice; and,

26(a)

WHEREAS a bicycle is included in the definition of vehicle in the Highway Traffic Act and therefore the operators of bicycles are subject to all of the rules and regulations and signs on public highways; and,

WHEREAS Section 19 of the Highway Traffic Act requires that the driver of a motor vehicle or street car carry his or her driver's licence at all times while in charge of a motor vehicle and surrender that licence to a police constable, upon demand, for inspection, and in lieu thereof give reasonable identification of himself or herself including the correct name an address; and,

WHEREAS there is no provision in the Act to require that a cyclist identify himself or herself to a police constable; and,

WHEREAS the lack of a requirement that cyclists identify themselves to a police constable results in virtually no enforcement of violations committed on public highways by cyclists; and,

WHEREAS it is in the public interest to improve the conduct of cyclists on public highways by all possible means including the laying of charges for infractions of traffic regulations and signing;

NOW THEREFORE BE IT RESOLVED THAT the City Council send a resolution to the Minister of Transportation and Communications of the Province of Ontario requesting that the Highway Traffic Act be amended to require that the operators of bicycles on public highways be required, upon request, to identify themselves to a police constable;

and that this resolution be circulated to all municipalities in Ontario with populations over 50,000 persons with a request that these municipalities endorse the resolution and so advise the Minister of Transportation and Communications of the Province of Ontario.

Hydro mississauga

3240 MAVIS RD. MISSISSAUGA, ONT. L5C 3K1 (416) 279-9050

27

OCT 15 1986

OPERATIONS/WORKS

REFER TO FILE:

October 2, 1986

P-33

Mr. T. Julian
City Clerk
City of Mississauga
1 City Centre Drive
MISSISSAUGA
ONTARIO
L5B 1M2

1987
OCT - 5 1986
F.04.04

Dear Mr. Julian:

RE: STAKEOUT RESPONSE

Enclosed is a photostat copy of Resolution 86-226 dated September 30, 1986, passed by the Hydro Commission.

Yours truly,

Paula Horonka

for : Rowan L. Jones, P.Eng.
Director, Planning & Construction

:pn
Encl.

Chairman – A.E. BRADLEY P. Eng • Vice-Chairman – R.K. WALKER
Commissioners – HAZEL McCALLION Mayor – R.A. RONCHKA P. Eng – R.E. STARR P. Eng • General Manager – J.A. MIRKA P. Eng

27(a)

RESOLUTION

MISSISSAUGA HYDRO-ELECTRIC COMMISSION

SUBJECT: STAKEOUTS

MOVED BY: _____ RESOLUTION NUMBER: 86-226

SECONDED BY: _____ Page 1 of 2

WHEREAS the Commission provides and funds a stakeout service,

AND WHEREAS evaluation of the stakeout function has resulted in greater stringency in work practices, thus reducing available capacity,

AND WHEREAS the requirements of contractors, the City, the Region and other utilities are reducing the time intervals permitted for the provision of stakeouts,

THEREFORE BE IT RESOLVED THAT the General Manager be authorized to add one additional regular stakeout position in 1986,

AND to place necessary stakeout employees on stand-by,

AND FURTHER THAT the Commission confirm the following GUIDELINE target response intervals for stakeout requests:

PASSED 30 DAY OF SEPTEMBER 19 86

_____
CHAIRMAN

HM-522 (REV. 2/85)

Hydro mississauga

2 (h)

RESOLUTION

MISSISSAUGA HYDRO-ELECTRIC COMMISSION

SUBJECT: STAKEOUTS

MOVED BY: _____ RESOLUTION NUMBER: 86-226

SECONDED BY: _____ Page 2 of 2

- 5 working days (average) for normal stakeouts
- 48 hours (work days) for City & Region Road Cut Permits
- 1 hour for Regional Water EMERGENCY Service
- appropriate action for special circumstances.

PASSED 30 DAY OF SEPTEMBER 19 86

CHAIRMAN

HM-622 (REV. 2/85)

Hydro mississauga

CITY OF MISSISSAUGA

M I N U T E S

MEETING THIRTEEN EIGHTY-SIX

NAME OF COMMITTEE: OPERATIONS AND WORKS

DATE OF MEETING: WEDNESDAY, OCTOBER 15, 1986, 9:40 A.M.

PLACE OF MEETING: COUNCIL CHAMBERS

MEMBERS PRESENT:
Councillor L. Taylor (Chairman)
Councillor D. Culham
Councillor D. Cook
Councillor T. Southorn

MEMBERS ABSENT:
Councillor H. Kennedy
Mayor H. McCallion (Ex-officio)

OTHERS PRESENT:
Councillor P. Mullin (part)

STAFF PRESENT:
Mr. D.A. Lychak, City Manager
Mr. W.P. Taylor, Commissioner of Engineering and Works
Mr. A. McDonald, Acting Commissioner of Building/Zoning/Licensing
Mr. L.W. Stewart, City Solicitor
Mr. E.J. Dowling, Transit General Manager
Chief G. Bentley, Fire Deprtment
Ms. L. Mailer, Committee Coordinator

DEPUTATIONS - NIL

MATTERS CONSIDERED:

1. Report dated September 30, 1986, from the Commissioner of Engineering & Works with respect to delegating authority to Commissioner of Engineering and Works Department for limited draws on developers securities for the rectification of minor lot grading items in new residential subdivisions.

With the large volume of house construction now taking place within Mississauga and the resultant shortage of labour and materials and the rush to have these homes occupied, the Engineering and Works Department have been receiving numerous calls to assist home purchasers in completing the lot grading and other minor items of work which are the responsibility of the developer.

The current procedure is for one of the inspectors to visit the site to establish whether remedial works are required and the extent of those works. Notice is then given to the developer to undertake the works (2 - 3 weeks), and if no response is received to report to Council (2 - 4 weeks), after which time the work can be scheduled (an additional 1 - 3 weeks).

The same procedure must be followed whether the works are minor or major in nature. A considerable amount of time and effort is required within the Engineering Department, the Clerks Department, and on the part of Council for each report.

The several weeks delay often result in repeat calls, home owner and staff frustration and in many cases calls to Councillors' offices. Small problems are sometimes "blown out of proportion because of the delay. Moreover, there is little incentive on the developer to act until after Council has passed the resolution as they are fully aware that the City's "hands are tied" until this has taken place.

In order to resolve minor problems more quickly, (minor meaning up to $1,500 per lot) it would be expedient for the Commissioner of Engineering and Works or his designate to have the authority to draw from the developer securities to complete the required works without having to report to Council each time a draw is made. Major problems (those in excess of $1,500.00 per lot) would still be reported to Council.

Prior to any draw the developer and their consultant would have to be advised by registered letter and given a period of ten working days in which to commence the works. (Copies of the letter would go to the Ward Councillor, the City Manager and the Treasury Dept.) If, after this period the work has not been started, then the repair works will be scheduled by the Commissioner using City forces or City contractors. Upon completion of the works the final amounts will be totalled and Treasury asked to withdraw the necessary funds from the developers securities and place it in the appropriate works account.

RECOMMENDATION:

(a) That the Commissioner of Engineering and Works or his designate be authorized to draw from developers securities where deemed necessary for the completion of lot grading works within new residential subdivisions where the estimated value of the works is less than $1,500 per lot;
(b) That the Commissioner of Engineering and Works or his designate be authorized to retain consultants as necessary to supervise the repair works being carried out at a cost of up to 10% of the cost of the works.

In order to further reduce the time frame further to get these works completed, at the suggestion of Councillor Taylor, it was recommended that the requirement to obtain three quotations contained in the Purchasing and Tendering By-laws be waived.

In accordance with a previouse recommendation of the Committee that a 25% administrative fee be charged when drawing on these letters of credit, part (b) was amended by the deletion of the words ..."at a cost of up to 10% of the costs of the works."

The motion, as amended, was voted on and carried.

A.00.02.01

Amended
See Recommendation OW-362-86 (D. Culham)

2. Report dated September 30, 1986, from the Commissioner of Engineering & Works in response to a request from Markborough properties for a deferral of the acoustical fence on various lots in Markborough Properties Limited Subdivision, Plan 43M-642, located north of Eglinton Avenue West and west of Creditview Road. Condition 3f and 3g of Schedule C of the Servicing Agreement for Plan 43M-642 states respectively that:

"Prior to the issuance of building permits for Lots 76 to 88 and Block 236, the acoustical fence with the proper notification sign must be constructed to the satisfaction of Commissioner of Engineering and Works".
"Prior to the issuance of building permits for Lots 38 to 75, 1 and 231, the acoustical fence and berm and the proper notification sign must be constructed to the satisfaction of the Commissioner of Engineering and Works".

The developer, Markborough Properties Limited, is in the process of arranging for the construction of a concrete encased electrical duct bank on a 2.0 metre hydro easement adjacent to Creditview Road on Lots 1 and 231 and Block 236. The builder, Yorkwood Homes, is anxious to commence construction of homes on these lots and the Engineering and Works Department have reviewed this matter and have no objection to the deferral of the construction of the acoustical fences and berms adjacent to the proposed electrical duct banks under certain conditions.

RECOMMENDATION:

That not withstanding Condition 3f and 3g of Schedule C of the Servicing Agreement for Plan 43M-642, located north of Eglinton Avenue West and west of Creditview Road, the developer, Markborough Properties Limited be permitted to defer the construction of the acoustical fence on Block 236 and the acoustical fence and berm on Lots 1 and 231 until the electrical duct bank works are completed on the followings conditions:

(a) that a restriction be registered on the individual lots prohibiting the transference of title of the lots to private homeowners prior to the completion of the acoustical fences and berms on these lots; and
(b) that each purchase and sale agreement contain an acknowledgement by the future homeowner that they are aware of the details of the acoustical fence and berm construction.

B.06.642.02

Approved
See Recommendation OW-363-86 (T. Southorn)

3. Report dated October 1, 1986, from the Commissioner of Engineering & Works in response to a request by Erin Mills Development Corporation to amend Condition 2d of Schedule C of the Servicing Agreement for Plan 43M-696, Erin Mills West - Neighbourhood 502, located south of Burnhamthorpe Road West and west of Winston Churchill Boulevard. This condition states that "prior to the issuance of building permits for the following lots, the site plan shall indicate that the minimum rear yard setback is 20.0 metres or greater: Lots 51 to 65, all inclusive. The noise consultant for this project has recalculated the acoustical requirements for the above lots that back onto Ridgeway Drive and confirms that a 15.0 metre minimum setback would be acceptable.

RECOMMENDATION:

That notwithstanding the requirements of Condition 2d of Schedule C of the Servicing Agreement for Plan 43M-696, Erin Mills West - Neighbourhood 502, located south of Burnhamthorpe Road West and west of Winston Churchill Boulevard, the developer, Erin Mills Development Corporation be notified that the minimum rear yard setback for Lots 51 to 65 inclusive will be 15.0 metres.

B.06.696.02

Approved
See Recommendation OW-364-86 (T. Southorn)

4. Report dated October 9, 1986, from the Commissioner of Engineering & Works with respect to a draw on the developer's securities for the completion of road repairs in Plan 43M-533, Airport Corporate Centre, Phase I Subdivision, located north of Eglinton Avenue East and east of Dixie Road. Under the terms of the Servicing Agreement, Airport Corporate Centre Inc. is responsible for the maintenance of the roads within the subdivision throughout the term of this agreement. The consulting engineer, Urban Engineering Consultants, have indicated that they have been unable to arrange for the repair of numerous road settlements through the developer. Staff prepared a letter to the developer requesting that the outstanding road repairs be undertaken by October 20, 1986.

RECOMMENDATION:

That the Commissioner of Engineering and Works be authorized to complete the outstanding road rectification works in Plan 43M-533, Airport Corporate Centre Phase I Subdivision, located north of Eglinton Avenue East and east of Dixie Road at an estimated cost of $27,000.00 if the developer fails to complete these repairs by October 20, 1986 and that the City Treasurer be authorized to draw on the developer's Letter of Credit to defray the costs incurred by the City.

B.06.533.02

Approved
See Recommendation OW-365-86 (T. Southorn)

5. Report dated September 18, 1986, from the Commissioner of Engineering & Works with respect to the Assumption of the municipal works for Talka Subdivision, Phase I, Plan M-209, located north of Lakeshore Road West and east of Clarkson Road. As far as the Engineering and Works Department is concerned, the developer has complied with all the requirements of the Engineering Agreement for the installation of municipal services.

The Region of Peel has indicated that they will accept an amount of $17,625.00 as cash-in-lieu of rectification of the remaining deficiencies with respect to the watermain services in Plan M-209. The developer has authorized that this amount be drawn from the Letter of Credit currently valued at $93,854.84.

RECOMMENDATION:

(a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Engineering Agreement for Talka Subdivision, Phase I, Plan M-209, located north of Lakeshore Road West and east of Clarkson Road.

(b) That the City Treasurer be directed to draw an amount of $17,625.00 from the Letter of Credit for Plan M-209 (current value $93,854.84) and forward this amount to the Region of Peel for the rectification of the remaining watermain deficiencies in Talks subdivision.

(c) That the remaining securities for the Engineering Agreement for Plan M-209 be released to the developer, Phi International Incorporated.

(d) That a by-law be enacted establishing the road allowance within Plan M-209 as public highway and part of the municipal system of the City of Mississauga.

This report was on the Operations and Works Committee Agenda of October 1, 1986, and deferred at the request of Councillor P. Mullin.

B.06.209.02

Approved
See Recommendation OW-366-86 (D. Cook)

6. Report dated September 18, 1986, from the Commissioner of Engineering & Works regarding the assumption of municipals works for Talka Phase II, Plans 43R-3829 and 43R-8261 (located north of Lakeshore Road West/east of Clarkson Road). As far as the Engineering and Works Department is concerned, the developer has complied with all the requirements of the Engineering Agreement for the installation of municipal services.

RECOMMENDATION:

(a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Engineering Agreement for Talka Phase II, Plans 43R-3829 and 43R-8261, Johnsons Lane and Andros Boulevard (located north of Lakeshore Road West/east of Clarkson Road).

(b) That the remaining securities for the Engineering Agreement for Plans 43R-3829 aNd 43R-8261 be released to the Developer, Phi International Incorporated.

This report was on the Operations and Works Committee Agenda of October 1, 1986, and deferred at the request of Councillor P. Mullin.

B.06.209.02

Approved
See Recommendation OW-367-86 (D. Cook)

7. Report dated October 7, 1986, from the Commissioner of Engineering & Works with respect to the assumption of the municipal works constructed by Alcester Investments in the industrial subdivision, Plan 43M-475, located south of Derry Road East and west of Tomken Road. Under the terms of the Servicing Agreement, the developer was required to complete top course asphalt and the remaining above ground works in the subject development on or before June 30, 1984, however, at the time it was not feasible to conform to this deadline because of the depressed industrial market. On August 14, 1985, City Council adopted a recommendation for a new completion date of September 1, 1986. Again, it was not practical to conform to the revised deadline, because of the building activity underway within the subdivision.

At this time, the developer has now completed the maintenance period for the underground services and the outstanding above ground services have been reviewed and can be completed at this time for $131,744.00. The Engineering and Works Department has received a cash contribution in the amount of $131,744.00 from Alcester Investments. It is recommended that the funds be placed in an interest bearing reserve account with the intent that the interest earned will partially offset the inflationary costs of these works in the future.

A Letter of Credit has been received in the amount of $58,000.00 from Alcester Investments to guarantee issuance of final grading certificates, municipal services protection deposits, boulevard topsoil and sodding, and a surveyor's certificate.

RECOMMENDATION:

(a) That the City of Mississauga assume the municipal services constructed by Alcester Investments, under the terms of the Servicing Agreement for Plan 43M-475, located south of Derry Road East and west of Tomken Road.

(b) That the City Treasurer be authorized to deposit $131,744.00 cash contribution in an interest bearing account for use by the Engineering and Works Department for the completion of the above ground services in Plan 43M-475 when the building construction on the blocks has been satisfactorily completed.

(c) That upon receipt of final grading certificates for all blocks, and a surveyors' certificate from the developer's consulting engineer, Skira and Associates Ltd., the City release the Letter of Credit in the amount of $58,000.00 to the developer, Alcester Investments.

(d) The City Treasurer be authorized to release the current Letter of Credit for Plan 43M-475 presently valued at $323,302.19.

(e) That a by-law be enacted to establish the road allowance within Plan 43M-475 as public highway and part of the municipal system.

B.06.475.02

Approved
See Recommendation OW-368-86 (T. Southorn)

8. Report dated october 7, 1986, from the Commissioner of Engineering & Works with respect to the assumption of the municipal works for The Queensway/Cawthra Car Wash, OZ/40/83, Plan 43R-11602, located north of the Queensway East and west of Cawthra Road. As far as the Engineering and Works Department is concerned, the developer has complied with all the requirements of the Servicing Agreement for the installation of municipal services.

RECOMMENDATION:

That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for the Queensway/Cawthra Car Wash, OZ/40/83, Plan 43R-11602, located north of The Queensway East and west of Cawthra Road and that the securities (current value $11,228.80) for the Servicing Agreement for OZ/40/83 be released to the developer, Ivan J. Barber.

OZ/40/83

Approved
See Recommendation OW-369-86 (D. Cook)

9. Report dated September 30, 1986, from the Commissioner of Engineering & Works regarding the assumption of the municipal works for Deldi Homes Limited, located at the southwest corner of Dorcas Street and Goreway Drive. As far as this department is concerned, the applicant for this division of land has complied with all the requirements for the installation of municipal services.

The Engineering and Works Department has had no response to correspondence from Deldi Homes Limited and therefore the municipal works for this division of land should be assumed and the cash securities in the amount of $604.00 be transferred to the Region of Peel to offset an outstanding invoice.

RECOMMENDATION:

That the City of Mississauga assume the municipal work as constructed by Deldi Homes Limited, under the terms of the application for the division of land, C.A."B" 120/73, located at the southwest corner of Dorcas Street and Goreway Drive and that the City Treasurer be authorized to draw on the remaining cash securities in the amount of $604.00 and transfer these funds to the Region of Peel to offset an outstanding invoice.

B.01.08

Approved
See Recommendation OW-370-86 (D. Culham)

10. Report dated September 8, 1986, from the Commissioner of Engineering & Works regarding a proposed street name for a private road extension of Orlando Drive/west of Airport Road. The submission was reviewed by the Region of Peel Street Names Committee on September 3, 1986 and approved.

RECOMMENDATION:

That N.O.R.R. Group Associates be advised that Silver Dart Drive has been approved as the name for the private street in the new Cargo Area (Area 5) of the Lester B. Pearson International Airport.

This report was included on the agenda of October 1, 1986, and deferred at the request of Councillor F. McKechnie.

F.02.07

Approved
See Recommendation OW-371-86 (T. Southorn)

11. Report dated October 2, 1986, from the Commissioner of Engineering & Works with respect to street names proposed for draft plan of subdivision T-86005, lands located at the northwest corner of Eglinton Avenue West/McLaughlin Road by John Bousfield Associates Limited.

RECOMMENDATION:

That the following street names be approved for use proposed plan of subdivision T-86005, lands located at the northwest corner of Eglinton Avenue West/McLaughlin Road:

Astro	Rising Star	Observatory	Sunray
Palomar	Sunrise	Planet Way	Zodiac
Quasar			

T-86005
F.02.07

Approved
See Recommendation OW-372-86 (T. Southorn)

12. Report dated October 2, 1986, from the Commissioner of Engineering & Works with respect to street names submitted for Plan of Subdivision T-86009 (Keep Group Inc. - Goodman Family), lands located north of Eglinton Avenue West between Second Line West and McLaughlin Road.

RECOMMENDATION:

That the following street names be approved for use in Plan of Subdivision T-86009 (Keep Group Inc. - Goodman Family), lands located north of Eglinton Avenue West between Second Line West and McLaughlin Road:

Amesbury Avenue	Heatherleight	Astwell
Maryport	Bromfield	Methwood
Cardington Crescent	Ravenstone	Catterall
Richborough Crescent	Castlebury Crescent	Stapleford
Charminster	Warwickshire	Dartmoore
Whitfield	Fairford Streetl	Winterton Way
Guildwood Way		

T-86009
F.02.07

Approved
See Recommendation OW-373-86 (D. Culham)

13. Report dated October 1, 1986, from the Commissioner of Engineering & Works with respect to a street name submitted for Poets Walk Developments Inc. T-85041, lands located south of Bristol Road West on the west side of Durie Road.

RECOMMENDATION:

That Poets Walk be approved for use in Poets Walk Developments Inc. T-85041, lands located south of Bristol Road West on the west side of Durie Road.

T-80541
F.02.07

Approved
See Recommendation OW-374-86 (T. Southorn)

14. Report dated October 2, 1986, from the Commissioner of Engineering & Works with respect to proposed street names for the Rogers Telecommunications Limited Subdivision T-80047 (lands located on the south side of Burnhamthorpe Road West/east of Mavis Road):

RECOMMENDATION:

That Councillor L. Taylor meet with The Planning Management Group and Rogers Telecommunications Limited to choose seven names for streets within Plan of Subdivision T-80047 (lands located on the south side of Burnhamthorpe Road West/east of Mavis Road) and submit a plan to the Engineering Department when a decision has been made:

Adwell Crescent
Ghandi
Arnstein
Italia
Chapman Street
Serife
Demolay
Vega
Fornax
Gemini
Andromeda
Grandcove Circle
Callisto
Roma
Daneshill Court
Spidola
Fasdon
Zambri
Africa
Grappa
Bateau
Jutland
Commonwealth
Shipka
Erskine Crescent
Zagreb

At the request of Councillor Taylor this report was deferred to a future meeting for further clarification.

T-80047
F.02.07

Deferred
No Recommendation

15. Report dated September 24, 1986, from the Commissioner of Engineering & Works regarding extended parking on Martel Court and Sherobee Road.

The Engineering Department is in receipt of requests to permit extended 12-hour overnight parking on Martel Court and on a portion of Sherobee Road. Each of the locations have been reviewed by Engineering personnel, using the criteria for extended parking adopted by City Council on May 14, 1984. Extended on-street parking will only be considered in developments where the individual unit has less than two on-site parking spaces and cannot develop additional on-site parking. The results of the review are outlined in the report.

RECOMMENDATION:

(a) That extended parking for 12-hours not be permitted on Martel Court.

(b) That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize 12-hour parking on the north and east sides of Sherobee Road, between a point 55 metres (180 feet) east of Hurontario Street and a point 185 metres (607 feet) east and southerly.

(c) That prohibitive parking signs be installed on the north side of Sherobee Road between Hurontario Street and a point 55 metres (180 feet) east.

F.06.04.02

Approved
See Recommendation OW-375-86 (D. Cook)

16. Report dated September 22, 1986, from the Commissioner of Engineering & Works with respect to a parking prohibition on Birchview Drive, south of Indian Road.

The Engineering Department has received a request from Mr. Kircheis to install prohibitive parking signs at the above noted location. Mr. Kircheis is concerned with the number of vehicles which park on Birchview Drive, south of Indian Road, on Sundays as a result of insufficient parking at "Assyrian Church of the East", 1155 Indian Road.

The Department has investigated and found several vehicles parked on Indian Road and a few parked on Birchview Drive, in front of Mr. Kircheis' home. Indian Road is constructed with thirty-two feet (9.8 m) of pavement capable of supporting parking on one side while still maintaining two through lanes of traffic. However, when parking occurs on Birchview close to the intersection, it creates congestion in the intersection.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize a parking prohibition on both sides of Birchview Drive, two hundred feet (60 m) south of Indian Road.

F.06.04.02

Approved
See Recommendation OW-376-86 (D. Culham)

17. Report dated September 22, 1986, from the Commissioner of Engineering & Works in response to a petition from area residents to prohibit parking on Mikeboro Court between the hours of 7:00 p.m. to 7:00 a.m., Monday to Saturday.

This petition included signatures from eighteen of the twenty-four residential dwellings on the court or 75%. Only two-thirds or 66% majority is required for approval of the affected residents.

The petitioner's representative, Mr. Brian Higgins, explained that patrons of the local restaurant/tavern are consistently parking on Mikeboro Court in the p.m. hours. Mr. Higgins also stated that the presence of parked vehicles on Mikeboro Court severely restricts access for the residents.

The Engineering Department can support this request based on the concurrence of 75% of the affected residents. It is also noted that this prohibition will help reduce on-street congestion for snow removal during winter months. Also, parking is currently prohibited on both sides of Given Road from Dundas Street to the south intersection of Whitchurch Mews, therefore, the current problem on Mikeboro Court will not be relocated to Given Road.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize a parking prohibition on both sides of Mikeboro Court from 7:00 p.m. to 7:00 a.m., Monday to Saturday.

F.06.04.02

Approved
See Recommendation OW-377-86 (D. Culham)

18. Report dated October 6, 1986, from the Commissioner of Engineering & Works in response to a petition from area residents to prohibit parking on one side of the entire length Alexandra Boulevard/Avenue. The petition was submitted last year and the request denied because a majority of the residents did not sign the petition. However, recently there has been an increase in complaints of on street congestion. Subsequently the petition was reviewed and determined that the section of Alexandra Avenue from Alexandra Boulevard to Third Street did receive the signatures of the majority.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to prohibit parking anytime on the east side of Alexandra Avenue from Alexandra Boulevard to Third Street.

F.06.04.02

Approved
See Recommendation OW-378-86 (D. Culham)

19. Report dated October 6, 1986, from the Commissioner of Engineering & Works regarding a parking prohibition on the north side of Leilani Drive/west of Constitution Boulevard where traffic is obstructed by vehicles parking on both sides.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to prohibit parking anytime on the north side of Leilani Drive from Constitution Boulevard to Orcades Crescent.

F.06.04.02

Approved
See Recommendation OW-379-86 (D. Culham)

20. Report dated October 2, 1986, from the City Solicitor regarding problems with mini-bikes.

From time to time over the past years the City has received complaints concerning motorized recreational vehicles, or off-road vehicles driving around the Credit River valley lands, Ontario Hydro lands, parks and private lands. Mini-bikes, trail bikes, three wheelers, and four wheel drive vehicles all come within the definition of off-road vehicles. Several specific complaints were about such vehicles driving in the Credit River valley, in 1984 and 1985. In the past year or two the City has posted signs and the Regional Police have increased their activities to control this nuisance.

The results have been favourable. The City By-law Enforcement section has not received any complaints in the past year. The police have been following up and continuing their patrols and report "no unusual activities with respect to off-road vehicles".

The end result of the increased activities of the Recreation and Parks Department staff of Regional Police and of other City staff seems to be a much reduced problem, evidenced by the fact that complaints lately have been practically non-existent.

RECOMMENDATION:

That the report dated October 2, 1986, from the City Solicitor with regard to mini-bikes in the City, be received.

F.06.04.02

Approved
See Recommendation OW-380-86 (D. Culham)

21. Report dated September 29, 1986, from the Acting Commissioner of Building, Zoning and Licensing in response to a request for a temporary trailer at 6500 Northwest Drive to the end of January 1987 required to accommodate new staff at TCI-Superior.

RECOMMENDATION:

That TCI-Superior be permitted to locate a temporary trailer at 6500 Northwest Drive until February 1, 1987, subject to all conditions of the Building Department with respect to safety and provision of adequate housekeeping arrangements to prevent accumulation of garbage and debris in and around the trailer.

L.01.06

Approved
See Recommendation OW-381-86 (D. Culham)

22. Report dated September 25, 1986, from the City Clerk in response to a request by Bell Canada for an easement over part of Block I, on R. P. 655 further described as Part 1 on Plan 43R-13834, Sheridan Creek Crossing for their sub-surface conduit cable crossing the Sheridan Creek drainage control channel. The Engineering Department has reviewed the request by Bell Canada and has agreed to the location and granting of the permanent easement for their facilities.

RECOMMENDATION:

That a by-law be enacted to authorize execution of a Grant of Easement between the City of Mississauga and Bell Canada over part of the Sheridan Creek drainage control channel described as Part of Block I, R.P. 655, further described as Part 1 on Reference Plan 43R-13834 located on the north side of Truscott Drive, west of Lewisham Drive.

F.04.06.01

Approved
See Recommendation OW-382-86 (D. Culham)

23. Report dated October 7, 1986, from the City Clerk regarding the Operations and Works Committee regarding an Antenna Agreement between Hydro Mississauga and the City of Mississauga, 3650 Kaneff Crescent. At its meeting on July 7, 1986, Council enacted By-law 700-86, authorizing the execution of a lease extension agreement with Peel Condominium Corporation 232 with respect to the premises at 3650 Kaneff Crescent for the radio transmission equipment of the Mississauga Transit Department.

Hydro Mississauga wishes to mount a two-way radio communication antenna on the Transit communications mast at the subject location. The use of the Transit mast will greatly improve Hydro's radio communications.

Mississauga Transit agreed to Hydro Mississauga's request and instructed the Legal Department to prepare an appropriate Antenna Agreement. Both Peel Condominium Corporation 232 and its agent, Kaneff Properties Ltd., concur with the proposal. The annual rent payable to the City will be $850.00.

It should be pointed out that the rental to the City is only for the use of the Transit Mast. Hydro Mississauga is leasing a separate room from the condominium corporation to house its communications equipment at an annual rental of $4,800.00, similar to the rental paid by the Transit and Fire Departments.

RECOMMENDATION:

That a by-law be enacted to authorize execution of the Agreement between the Corporation of the City of Mississauga and the Mississauga Hydro Electric Commission with regard to the installation, maintenance and operation of an antenna at 3650 Kaneff Crescent.

E.04.03.02

Approved
See Recommendation OW-383-86 (D. Culham)

24. Report dated October 7, 1986, from the City Clerk regarding the request from the Region of Peel for a conveyance of part of Britannia Road West, Part of Lot 1, Registrar's Compiled Plan 1541, Part 1, 2 and 3 on Reference Plan 43R-9210, which lands are located at the southwest corner of Britannia Road West and Winston Churchill Boulevard. The property was acquired in May, 1983, by the City gratuitously from the developer for intersection improvements. The request has been reviewed by the Engineering Department who are in favour of the conveyance as Britannia Road West located west of Hurontario Street has the status of a Regional road under Regional jurisdiction.

RECOMMENDATION:

That a by-law be enacted to authorize execution of the Transfer of Land to the Regional Municipality of Peel for lands located at the southwest corner of Britannia Road West and Winston Churchill Boulevard described as Part of Lot 1, Registrar's Compiled Plan 1541 further described as Parts 1, 2 and 3 on Reference Plan 43R-9210.

J.05.810.04.13

Approved
See Recommendation OW-384-86 (T. Southorn)

25. Report dated September 26, 1986, from the City Clerk regarding surplus lands for the proposed Drew Road Extension. As part of the disposal of surplus land, the City had advised the Ministry of Government Services that it had no interest in acquiring the property but would require as a condition of development, lands required to form part of the entrance and daylighting triangle for the future Drew Road extension. The Ministry of Government Services has advised that they wish to complete the conveyance to the City prior to the disposal of the lands and are prepared to sell the lands required by the City at the nominal amount of $200. to cover their administration costs. The Application to Purchase has been reviewed and approved by both the Engineering and Legal Departments.

RECOMMENDATION:

That a by-law be enacted to authorize execution of the Application to Purchase lands from the Ministry of Government Services described as Part of Lot 12, Concession 3, E.H.S. and designated as Part 1 on Reference Plan 43R-11448 and all other documents pursuant to the provisions of the Application to Purchase (Drew Road Extension).

A.02.03.04.02

Approved
See Recommendation OW-385-86 (T. Southorn)

26. Letter dated September 16, 1986, from the City of Hamilton outlining a resolution to the Minister of Transportation and Communications requesting that The Highway Traffic Act be amended to require that the operators of bicycles on public highesy be required, upon request, to identify themselves to a police constable.

F.06.03.05

Received
See Recommendation OW-386-86 (T. Southorn)

27. Letter dated October 2, 1986, from Hydro Mississauga outlining a resolution authorizing one additional regular stakeout position in 1986 and confirming the guideline target response intervals for stakeout requests.

F.04.04

Received
See Recommendation OW-387-86 (D. Culham)

The following additional item was considered by the Committee:

28. Memorandum from Councillor D.J. Culham to the Commissioner of Engineering and Works in response to discussions and letters from the residents regarding problems in the vicinity of St. Martin Secondary School caused by students parking their cars while at school.

Councillor Culham requested approval of the following:

(a) a parking prohibition on both sides of Parmeer Drive from Avongate Drive to Cedarglen Gate - 9:00 a.m. to 3:00 p.m. - Monday to Friday;
(b) a parking prohibition on both sides of Brigantine Avenue from Avongate Drive to Rosemary Drive - 9:00 a.m. to 3:00 p.m. - Monday to Friday;
(c) a parking prohibition on both sides of Claymore Crescent from Parmeer Drive to a point 100m westerly from both north and south intersections - 9:00 a.m. to 3:00 p.m. - Monday to Friday;
(d) a parking prohibition on both sides of Rosemary Drive from Sami Street north - 8:00 a.m. to 3:00 p.m. - Monday to Friday.

F.06.04.02

Approved
See Recommendation OW-388-86 (D. Culham)

Recommendations: As per Report 13-86

Adjournment: 10:00 A.M.

OPERATIONS AND WORKS COMMITTEE

OCTOBER 15, 1986

REPORT 13-86

TO: THE MAYOR AND MEMBERS OF COUNCIL

The Operations and Works Committee presents it thirteenth report and recommends:

OW-362-86 (a) That the Commissioner of Engineering and Works or his designate be authorized to draw from developers securities where deemed necessary for the completion of lot grading works within new residential subdivisions where the estimated value of the works is less than $1,500 per lot;

(b) That the Commissioner of Engineering and Works or his designate be authorized to retain consultants as necessary to supervise the repair works being undertaken

(c) That the requirement for three quotations under the Purchasing and Tendering By-law be waived in instances when it is necessary to draw from developers securities.

A.00.02.01
(OW-362-86)

OW-363-86 That not withstanding Condition 3f and 3g of Schedule C of the Servicing Agreement for Plan 43M-642, located north of Eglinton Avenue West and west of Creditview Road, the developer, Markborough Properties Limited be permitted to defer the construction of the acoustical fence on Block 236 and the acoustical fence and berm on Lots 1 and 231 until the electrical duct bank works are completed on the followings conditions:

(a) that a restriction be registered on the individual lots prohibiting the transference of title of the lots to private homeowners prior to the completion of the acoustical fences and berms on these lots; and

(b) that each purchase and sale agreement contain an acknowledgement by the future homeowner that they are aware of the details of the acoustical fence and berm construction.

B.06.642.02
(OW-363-86)

OW-364-86 That notwithstanding the requirements of Condition 2d of Schedule C of the Servicing Agreement for Plan 43M-696, Erin Mills West - Neighbourhood 502, located south of Burnhamthorpe Road West and west of Winston Churchill Boulevard, the developer, Erin Mills Development Corporation be notified that the minimum rear yard setback for Lots 51 to 65 inclusive will be 15.0 metres.

B.06.696.02
(OW-364-86)

OW-365-86 That the Commissioner of Engineering and Works be authorized to complete the outstanding road rectification works in Plan 43M-533, Airport Corporate Centre Phase I Subdivision, located north of Eglinton Avenue East and east of Dixie Road at an estimated cost of $27,000.00 if the developer fails to complete these repairs by October 20, 1986 and that the City Treasurer be authorized to draw on the developer's Letter of Credit to defray the costs incurred by the City.

B.06.533.02
(OW-365-86)

OW-366-86 (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Engineering Agreement for Talka Subdivision, Phase I, Plan M-209, located north of Lakeshore Road West and east of Clarkson Road.

(b) That the City Treasurer be directed to draw an amount of $17,625.00 from the Letter of Credit for Plan M-209 (current value $93,854.84) and forward this amount to the Region of Peel for the rectification of the remaining watermain deficiencies in Talks subdivision.

(c) That the remaining securities for the Engineering Agreement for Plan M-209 be released to the developer, Phi International Incorporated.

(d) That a by-law be enacted establishing the road allowance within Plan M-209 as public highway and part of the municipal system of the City of Mississauga.

B.06.209.02
(OW-366-86)

OW-367-86 (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Engineering Agreement for Talka Phase II, Plans 43R-3829 and 43R-8261, Johnsons Lane and Andros Boulevard (located north of Lakeshore Road West/east of Clarkson Road).

(b) That the remaining securities for the Engineering Agreement for Plans 43R-3829 aNd 43R-8261 be released to the Developer, Phi International Incorporated.

B.06.209.02
(OW-367-86)

OW-368-86 (a) That the City of Mississauga assume the municipal services constructed by Alcester Investments, under the terms of the Servicing Agreement for Plan 43M-475, located south of Derry Road East and west of Tomken Road.

(b) That the City Treasurer be authorized to deposit $131,744.00 cash contribution in an interest bearing account for use by the Engineering and Works Department for the completion of the above ground services in Plan 43M-475 when the building construction on the blocks has been satisfactorily completed.

(c) That upon receipt of final grading certificates for all blocks, and a surveyors' certificate from the developer's consulting engineer, Skira and Associates Ltd., the City release the Letter of Credit in the amount of $58,000.00 to the developer, Alcester Investments.

(d) The City Treasurer be authorized to release the current Letter of Credit for Plan 43M-475 presently valued at $323,302.19.

(e) That a by-law be enacted to establish the road allowance within Plan 43M-475 as public highway and part of the municipal system.

B.06.475.02
(OW-368-86)

OW-369-86 That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for the Queensway/Cawthra Car Wash, OZ/40/83, Plan 43R-11602, located north of The Queensway East and west of Cawthra Road and that the securities (current value $11,228.80) for the Servicing Agreement for OZ/40/83 be released to the developer, Ivan J. Barber.

OZ/40/83
(OW-369-86)

OW-370-86 That the City of Mississauga assume the municipal work as constructed by Deldi Homes Limited, under the terms of the application for the division of land, C.A."B" 120/73, located at the southwest corner of Dorcas Street and Goreway Drive and that the City Treasurer be authorized to draw on the remaining cash securities in the amount of $604.00 and transfer these funds to the Region of Peel to offset an outstanding invoice.

B.01.08
(OW-370-86)

OW-371-86 That N.O.R.R. Group Associates be advised that Silver Dart Drive has been approved as the name for the private street in the new Cargo Area (Area 5) of the Lester B. Pearson International Airport.

F.02.07
)OW-371-86)

OW-372-86 That the following street names be approved for use proposed plan of subdivision T-86005, lands located at the northwest corner of Eglinton Avenue West/McLaughlin Road:

Astro	Rising Star	Observatory	Sunray
Palomar	Sunrise	Planet Way	Zodiac
Quasar			

T-86005
F.02.07
(OW-372-86)

OW-373-86 That the following street names be approved for use in Plan of Subdivision T-86009 (Keep Group Inc. - Goodman Family), lands located north of Eglinton Avenue West between Second Line West and McLaughlin Road:

Amesbury Avenue	Heatherleight	Astwell
Maryport	Bromfield	Methwood
Cardington Crescent	Ravenstone	Catterall
Richborough Crescent	Castlebury Crescent	Stapleford
Charminster	Warwickshire	Dartmoore
Whitfield	Fairford Streetl	Winterton Way
Guildwood Way		

T-86009
F.02.07
(OW-373-86)

OW-374-86 That Poets Walk be approved for use in Poets Walk Developments Inc. T-85041, lands located south of Bristol Road West on the west side of Durie Road.

T-80541
F.02.07

OW-375-86 (a) That extended parking for 12-hours not be permitted on Martel Court.

(b) That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize 12-hour parking on the north and east sides of Sherobee Road, between a point 55 metres (180 feet) east of Hurontario Street and a point 185 metres (607 feet) east and southerly.

(c) That prohibitive parking signs be installed on the north side of Sherobee Road between Hurontario Street and a point 55 metres (180 feet) east.

F.06.04.02
(OW-375-86)

OW-376-86 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize a parking prohibition on both sides of Birchview Drive, two hundred feet (60 m) south of Indian Road.

F.06.04.02
(OW-376-86)

OW-377-86 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize a parking prohibition on both sides of Mikeboro Court from 7:00 p.m. to 7:00 a.m., Monday to Saturday.

F.06.04.02
(OW-377-86)

OW-378-86 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to prohibit parking anytime on the east side of Alexandra Avenue from Alexandra Boulevard to Third Street.

F.06.04.02
(OW-378-86)

OW-379-86 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to prohibit parking anytime on the north side of Leilani Drive from Constitution Boulevard to Orcades Crescent.

F.06.04.02
(OW-379-86)

OW-380-86 That the report dated October 2, 1986, from the City Solicitor with regard to mini-bikes in the City be received for information.

F.06.04.02
(OW-380-86)

OW-381-86 That TCI-Superior be permitted to locate a temporary trailer at 6500 Northwest Drive until February 1, 1987, subject to all conditions of the Building Department with respect to safety and provision of adequate housekeeping arrangements to prevent accumulation of garbage and debris in and around the trailer.

L.01.06
(OW-381-86)

OW-382-86 That a by-law be enacted to authorize execution of a Grant of Easement between the City of Mississauga and Bell Canada over part of the Sheridan Creek drainage control channel described as Part of Block I, R.P. 655, further described as Part 1 on Reference Plan 43R-13834 located on the north side of Truscott Drive, west of Lewisham Drive.

F.04.06.01
(OW-382-86)

OW-383-86 That a by-law be enacted to authorize execution of the Agreement between the Corporation of the City of Mississauga and the Mississauga Hydro Electric Commission with regard to the installation, maintenance and operation of an antenna at 3650 Kaneff Crescent.

E.04.03.02
(OW-383-86)

OW-384-86 That a by-law be enacted to authorize execution of the Transfer of Land to the Regional Municipality of Peel for lands located at the southwest corner of Britannia Road West and Winston Churchill Boulevard described as Part of Lot 1, Registrar's Compiled Plan 1541 further described as Parts 1, 2 and 3 on Reference Plan 43R-9210.

J.05.810.04.13
(OW-384-86)

OW-385-86 That a by-law be enacted to authorize execution of the Application to Purchase lands from the Ministry of Government Services described as Part of Lot 12, Concession 3, E.H.S. and designated as Part 1 on Reference Plan 43R-11448 and all other documents pursuant to the provisions of the Application to Purchase (Drew Road Extension).

A.02.03.04.02
(OW-385-86)

OW-386-86 That no action be taken with respect to the resolution from the City of Hamilton to the Minister of Transportation and Communications requesting that The Highway Traffic Act be amended to require that the operators of bicycles on public highways be required, upon request, to identify themselves to a police constable.

F.06.03.05
(OW-386-86)

OW-387-86 That the letter dated October 2, 1986, from Hydro Mississauga outlining a resolution authorizing one additional regular stakeout position in 1986 and confirming the guideline target response intervals for stakeout requests be received for information.

F.04.04
(OW-387-86)

OW-388-86 (a) That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the following:

(i) a parking prohibition on both sides of Parmeer Drive from Avongate Drive to Cedarglen Gate - 9:00 a.m. to 3:00 p.m. - Monday to Friday;

(ii) a parking prohibition on both sides of Brigantine Avenue from Avongate Drive to Rosemary Drive - 9:00 a.m. to 3:00 p.m. - Monday to Friday;

(iii) a parking prohibition on both sides of Claymore Crescent from Parmeer Drive to a point 100m westerly from both north and south intersections - 9:00 a.m. to 3:00 p.m. - Monday to Friday;

(b) That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize a parking prohibition on both sides of Rosemary Drive from Sami Street north - 8:00 a.m. to 3:00 p.m. - Monday to Friday.

F.06.04.02
(OW-388-86)

October 29 1986

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

WEDNESDAY, OCTOBER 29, 1986, 9:30 A.M.

COUNCIL CHAMBERS

Members: Councillor H. Kennedy
Councillor P. Mullin
Councillor L. Taylor
Councillor D. Culham (Chairman)
Councillor D. Cook
Councillor T. Southorn
Mayor H. McCallion (Ex-Officio)

Prepared by: Linda Mailer, Clerk's Department
Date: October 23, 1986

Committee Members are requested to contact the appropriate Department Heads prior to the meeting if greater explanation or detail is required with regard to any item on this agenda.

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3.	F.05.01	Roll Type Curbs
4.	F.06.01	Hedge - 2524 Mason Heights - S. Dwyer
5.	F.05.03.02	1986/87 Snow Removal Campaign
6.	F.03.03 J.05.86030	Flooding Complaints Summer 1986
7.	J.05.86033	Fowler Lane Drainage Improvement
8.	B.07.84004	Grumbletonian Construction Ltd. - Extension of Completion Dates - Municipal Servicing
9.	B.06.462.02	Bevark Subdivision - Extension of Completion Dates - Municipal Servicing
10.	B.06.420.02	Finery Investments Limited - Assumption of Works
11.	B.06.444.02	Willowmore Way Subdivision - Assumption of Works
12.	B.06.340.02	Bellamy Subdivision - Draw on Securities
13.	B.06.562.02	United Lands Corp. - Draw on Securities
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15.	L.09.05.01	John Knox Christian Home and School Association - Permission for Banner - Lakeshore Road West/Petro Canada Overpass
16.	F.06.04.05	Chigwel Court at Darcel Avenue - All-way Stop Request
17.	F.06.04.02	Dundas Street West - Temporary Parking Waiver - Construction Workers' Vehicles
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19.	F.02.07	Proposed Street Names - City Reserve List
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21.	A.02.03.03.07	Termite Control By-law Application
22.	A.02.03.03.07	Termite Control By-law Application
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26.	A.03.04.01	Public Vehicle Authority Report 7-86 - October 7, 1986

CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE — OCTOBER 29, 1986

DEPUTATIONS - 9:30 A.M.

A. Mr. J. Bonvivere, representing Jacobelli Developments Ltd.

C.01.03

SEE ITEM 1

B. A Representative of the Toronto Home Builders' Association

A.00.02.01
A.06.01

SEE ITEM 2

MATTERS FOR CONSIDERATION:

1. Report dated October 21, 1986, from the Commissioner of Engineering & Works with respect to Jacobelli Developments Ltd., S.P. 180-84, and access to Dundas Street. The subject site is located at the southeast corner of Dundas Street and Southcreek Road.

In September 1984 site plan processing commenced on plans to redevelop the site for a self-serve gas bar and a 24-hour donut shop. As a condition of site plan approval, the Engineering Department requested that the two proposed service station angled ramp access points to Dundas Street be eliminated in favour of a full access near the easterly property limit. This condition, was placed on the site plan for immediate implementation, however, after discussions with the applicant it was agreed that the access would be relocated upon signalization of the intersection and that our agreement to carry out these works at the applicant's expense (approximately $1,056.00) would be registered on title. On the strength of this agreement, the Engineering Department issued a clearance which permitted the applicant to obtain a foundation permit. Subsequent to issuance of the building permit Ultramar refused to execute the necessary agreement pertaining to the Dundas Street access and sight triangle dedication.

Their reluctance to comply with the site plan agreement is based on their position that the removal of the right-in/right-out access in favour of a full access to Dundas Street, will result in a reduction of gasoline sales. It has been, and still is, the position of the Engineering Department that the access requirements as identified for Dundas Street must be retained.

The concern centres on both vehicular and pedestrian traffic using this intersection particularly when signalization occurs. As can be seen on the attached sketch, the intersection is offset and if the two proposed access ramps were approved the westerly one would be within the intersection. Motorists using the west access for outbound movements will be entering a signalized intersection at an undesirable location, without benefit of a signal display, and conflicting with traffic from Southcreek Road. This is an unsatisfactory and hazardous condition. This Department has experienced traffic operational problems at another location where there has been a combined gas bar and donut shop, particularly when in close proximity to a signalized intersection.

RECOMMENDATION:

That Jacobelli Development Ltd., and Ultramar Canada Inc. fulfill the access and sight triangle dedication requirements for Dundas Street previously identified as a site plan approval for S.P. 180-84.

Mr. John Bonvivere, Traffic Planning Consultant, representing Jacobelli Developments Ltd. will appear before the Committee on this matter.

C.01.03

2. Report dated October 21, 1986, from the Fire Chief regarding the fire potential in new residential subdivisions further to the discussion of the Committee at its meeting on September 3, 1986, regarding the following recommendations:

(a) That the Fire Department, in conjunction with Public Affairs, develop an information brochure to be attached to all building permits outlining the contractors responsibilities under the Ontario Fire Code and indicating the municipalities intention to enforce the appropriate sections of the Ontario Fire Code pertaining to open burning, access to the site and the maintenance of and access to hydrants.

(b) That every 7th lot in a draft plan of residential subdivision be designated as a fire break and further that the Fire Department review all draft plans of residential subdivision to designate those lots which the developer is obligated to leave as fire breaks. These conditions to be incorporated into Schedule 'C' of the Servicing Agreement as well as the Financial Agreement which is registered on title.

(c) That the Building Department process all applications for building permits and issue foundation only permits for the designated fire break lots. The issuance of the superstructure permits for these lots will only be released upon the approval of the Chief Building Official (in conjunction with the Fire Chief) at such time that, in the opinion of the Chief Building Official, the intent of this restriction has been satisfied and that no more than six (6) consecutive buildings will be under construction in a framed state.

The Committee requested comments on the following:

(a) Costs involved in implementing this requirement;
(b) Whether the municipality or the building trade should be responsible for fire prevention controls for the residential housing trade;

Discussion has been held with staff of the departments who would be impacted by the requirements which included building, legal and the fire department and the sequence of activities or steps required to implement the fire break lot requirement identified.

In assessing any additional costs it is apparent that all steps in the process can be handled by existing staff incorporating a fairly simple process. Staff from all departments feel that this would not have any effect on their departmental budgets.

The question of which party should assume responsibility for fire prevention matters in new subdivision areas is debatable. It can be argued that the industry should be self policing in this matter. If this is feasible then one could question the need for the various inspections and agreements that are required for each new building. Obviously these are essential in order to protect the public and particularly the home buyer in one of their more significant purchases during their life time. The difficulty with any industry wide self regulatory process is the lack of a single body to regulate the industry and the lack of penalty for non compliance. The building industry readily acknowledges this.

Both the Municipal Act and the Planning Act detail a wide range of actions that can be considered by a municipality for the well being and protection of the public. Fire matters and the means to control the potential for conflagrations falls into the categories addressed in these Acts. It would follow from this that any fire prevention measures deemed necessary should be instigated and implemented by the municipality in the interest of property preservation for those persons who have taken residency in a subdivision under construction or others who are located adjacent to the new areas.

RECOMMENDATION:

That the supplementary report dated October 21, 1986, from the Fire Chief regarding fire potential in new subdivisions be received.

The Fire Chief further recommends adoption of the following:

(a) That the Fire Department, in conjunction with Public Affairs, develop an information brochure to be attached to all building permits outlining the contractors responsibilities under the Ontario Fire Code and indicating the municipalities intention to enforce the appropriate sections of the Ontario Fire Code pertaining to open burning, access to the site and the maintenance of and access to hydrants.

(b) That every 7th lot in a draft plan of residential subdivision be designated as a fire break and further that the Fire Department review all draft plans of residential subdivision to designate those lots which the developer is obligated to leave as fire breaks. These conditions to be incorporated into Schedule 'C' of the Servicing Agreement as well as the Financial Agreement which is registered on title.

(c) That the Building Department process all applications for building permits and issue foundation only permits for the designated fire break lots. The issuance of the superstructure permits for these lots will only be released upon the approval of the Chief Building Official (in conjunction with the Fire Chief) at such time that, in the opinion of the Chief Building Official, the intent of this restriction has been satisfied and that no more than six (6) consecutive buildings will be under construction in a framed state.

A Representative of the Toronto Home Builders Association will appear before the Committee on this matter.

A.00.02.01
A.06.01

RECOMMEND ADOPTION

3. Report dated September 11, 1986, from the Commissioner of Engineering & Works regarding improvements to driveway accessibility where roll type curbs are in existence.

Roll type curbs were typical of the type installed in plans of subdivision years ago. It was felt that the roll type curb was conducive to driveway access being at any location and therefore when the driveway locations were in fact determined, it did not really matter whether the garage was on the right of left hand side of the house as the driveway could be located at any point along the curb. Today, there are approximately 3,000 driveway locations where this condition exists and in certain circumstances residents have found it necessary to place asphalt wedges in the gutter to assist them in eliminating a bump. The problem depends on a number of factors some of which re grade of road, grade of driveway, type of car (length of wheelbase), etc.

The existing policy was adopted in July 1975 (copy attached). The present cost for a driveway cut charges to a homeowner is $30.00 per metre ($9.00 per foot) and the total cost obviously depends upon whether the Applicant has a single or double driveway. An Application is made to the Engineering Department and the resident pays for the cost of the improvement at that time.

To estimate the cost involved, a driveway was assumed to be 16 ft. wide, i.e. half the distance between a single and a double at a cost of $10.00 per lineal foot. On this basis there would be 48,000 ft. of driveway to reconstruct at a cost of $480,000.00. Adding the cost of the asphalt repair involved would bring this figure up to approximately $500,000.00. These roll type curbs are eliminated at driveways when the street is reconstructed or asphalt resurfacing takes place, however, as these curbs are only twenty years old it is reasonable to assume that they have at least another twenty to thirty years of life.

A policy change is presented with a view to speeding up the elimination of these roll type curbs if the resident is really concerned about the situation.

RECOMMENDATION:

(a) That a policy be implemented commencing May1, 1987 whereby the City undertakes improvements to driveways where roll type curbs exists upon receipt of an application by the property owner and payment of $5.00 per lineal foot to be carried out on a first come, first serve basis with the balance of the cost being paid by the City.

(b) That consideration be given to include $50,000.00 (gross) $50,000.00 (net) in the 1987 Current Budget of the Engineering and Works Department for this purpose.

(c) That in the interim any applicant requesting correction of the roll type curb be advised of the proposed change in policy.

This report was considered at the Operations and Works Committee meeting of October 1, 1986, and Committee recommended no change in the current policy due primarily to other high priority budget items.

Council at its meeting on October 14, 1986, referred the matter back to Committee for further consideration.

F.05.01

DIRECTION REQUIRED

4. Report dated September 23, 1986, from the Commissioner of Engineering & Works regarding the hedge adjacent to 2524 Mason Heights Drive (S. Dwyer).

Council at its meeting of July 16, 1986 adopted the following recommendation:

"That the following Traffic Safety Council recommendation of June 25, 1986, be referred to the Operations and Works Committee meeting scheduled for August 11, 1986:
That no further action be taken with respect to the hedge adjacent to 2524 Mason Heights and that Mr. S. Dwyer be so advised."

The Department was requested to set up an on-site meeting with Mr. Dwyer, Mr. D. Hancock a representative of the Traffic Safety Council and staff from the City's Traffic Section. The site meeting was held on August 22, 1986 and was attended by the following people and the matter has been thoroughly reviewed.

The situation that Mr. Dwyer is concerned about is, in our opinion, similar to almost any driveway in the City. In this case the "problem" is created by a hedge, a similar situation could, in our opinion, be created by other obstructions including vehicles parked in an adjacent driveway or even vehicles parked in the same driveway. These situations also create sight obstructions for vehicles driving out of private driveways.

RECOMMENDATION:

That no further action be taken with respect to the hedge adjacent to the driveway at 2524 Mason Heights and that the report dated September 23, 1986, from the Commissioner of Engineering and Works regarding this matter be forwarded to Mr. S. Dwyer and Mr. D. Hancock, Landscape Consultant, for their information.

F.06.01

RECOMMEND ADOPTION

5. Report dated October 10, 1986, from the Commissioner of Engineering & Works and Director of Public Affairs with respect to the development of a publicity campaign asking residents to shovel the snow from sidewalks surrounding their homes and businesses and to consider a communications vehicle that would outline to Mississauga residents the current level of street snow removal service. In an effort to combine the complementary issues a joint street and sidewalk snow removal campaign is proposed.

Through the implementation of a snow removal campaign, the City will be able to:

1. Inform City of Mississauga residents and the business community of the level of snow removal service currently provided by the City;
2. Encourage residents in the City of Mississauga to clear sidewalks surrounding their properties after a snowstorm;
3. Increase residents' awareness of the importance of removing snow and ice from public sidewalks surrounding their properties within a reasonable time after a snowfall and of keeping public sidewalks clear at all times;
4. Inform senior citizens and physically-disabled persons about the $65/year subsidy from the City for snow removal service.

The snow removal campaign will consist of the following elements:

1. A two-colour map centre spread in the new City of Mississauga section of the Mississauga news;
2. Supporting text/article for the map explaining the level of service and providing winter safety tips;
3. Cartoon (similar to those that appear in Network) serving as a lighthearted message requesting resident support in clearing sidewalks. Suggested caption:

   KEEP MISSISSAUGA ON ITS FEET --
   CLEAR YOUR SNOW AND SLEET

The elements of the snow removal campaign will convey the following messages:

1. Heavily travelled access roads, bus routes, major arteries to hospital zones and to senior citizens homes are currently cleared on a priority bases;
2. Sidewalks on priority routes are also cleared by the City;
3. Residents who do not live on priority routes are asked to help keep public sidewalks free of snow and ice to ensure the safety of pedestrians, particularly those who are aged or disabled;
4. Keeping public sidewalks free of snow and ice is thoughtful and considerate;
5. Senior citizens and physically-disabled persons are entitled to a $65/year subsidy for snow and ice-clearing services. Applications are available through the Treasury Department. Although the City is not able to provide staff or persons to remove snow and ice, it will refer inquiries to other sources.

The primary audiences for the campaign are City of Mississauga residents and members of the business community who will find this information useful for travelling to and from work and necessary for access to emergency services immediately following a snow fall. Property maintenance companies and personnel are a secondary audience as they provide valuable snow clearing services of private walks and driveways.

A budget has been set aside for the production of a snow removal publication and will be used to promote the snow removal campaign in the following manner:

TV Introduce program with message on Mayor's Cable 10 television program and other applicable Cable 10 programs.

Radio Place public service messages on CJMR (1190 AM) following snowfalls to remind residents to clear walkways for their neighbours.

Print Produce map of Mississauga outlining priority routes in the City page of the Mississauga News.

Arrange an overprint of the supplement to have quantities available to mail out in response to public inquiries and internal requests.

Place reminder ads/articles on City Page of the Mississauga News throughout the winter as needed.

Print cartoon encouraging residents to clear their walkways if they do not live on a priority sidewalk route .

All elements of the snow removal campaign will be complete for placement in the first City page of the Mississauga News scheduled the first week of November. Also, additional elements such as the section over-print will be completed before the end of November in anticipation of early snowstorms (A detailed production schedule is available).

RECOMMENDATION:

The the implementation of the Snow Removal Campaign as outlined in this report dated October 10, 1986, from the Commissioner of Engineering & Works and Director of Public Affairs be approved.

F.05.03.02

RECOMMEND ADOPTION

6. Report dated October 22, 1986, from the Commissioner of Engineering & Works detailing the flooding complaints during the Summer of 1986. The City received sixty flooding complaints through July, August and September 1986. Twenty-five claims for damages have been received by the City with respect to these complaints. Most of the claims are in the form of intention to claim and do not specify actual damages.

In addition, a number of scattered nuisance surface floodings and bank erosion incidents were reported during the summer period and are being dealt with separately.

With regard to the floodings experienced, the drainage system problems found appear generally related to a number of probable causes such as debris plugging grates, infiltration, existing storm sewer system capacity being exceeded and past system design standards.

The report deals with the major problems encountered during this summer's frequent rain storms, and a future report will deal with some of the lesser problems.

RECOMMENDATION:

That the storm drainage problems outlined in the report from the Commissioner of Engineering and Works dated October 22, 1986 be referred to the 1987 Capital Budget for consideration and that the Commissioner be authorized to work with the Metropolitan Toronto and Region Conservation Authority and the Credit Valley Conservation Authority with respect to problems on the Etobicoke Creek, the Cawthra Creek and the Cooksville Creek.

F.03.03
J.05.86030

RECOMMEND ADOPTION

7. Report dated October 14, 1986, from the Commissioner of Engineering & Works regarding drainage improvements on Fowler Lane. This project was addressed and approved in 1986 and funding for the reditching scheme was estimated to be $50,000.00. During the design phase of the work, a more intensive investigation of the problem was made and it was found that ditches on Fowler Lane are unable to resolve and accommodate the large flows from the research vacant lands to the west. The solution to the problem lies in the construction of a storm sewer on Fowler Lane outletting to an existing storm system at Fifth Line and terminating in a catch basin manhole to pick up the large overland flow from the undeveloped lands to the west.

The proposed storm sewer is sized to accommodate the Fowler Lane drainage shed as well as the vacant lands to the west under full development at some future time with the associated gross costs to be $100,000.00.

Revised budget for the Fowler Lane Storm Sewer	$100,000.00
Funds provided in the 1986 budget	50,000.00
Additional funds required	$50,000.00

RECOMMENDATION:

That the 1986 Capital Budget for the Fowler Lane drainage scheme be revised from $50,000.00 to $100,000.00 and that the additional $50,000.00 required to facilitate the storm sewer on Fowler Lane be allocated from the capital contingency within the capital reserve fund and the necessary by-law be enacted to authorize the transfer of these funds.

J.05.86033

RECOMMEND ADOPTION

8. Report dated October 16, 1986, from the Commissioner of Engineering & Works with respect to an extension of municipal servicing completion dates for Grumbletonian Construction Limited, CA "B" 4-8/84-M, located north of Dundas Street and west of the Credit Woodlands.

In accordance with the requirements of Schedule "F" the Servicing Agreement for the subject development (servicing for 6 residential lots on Balleyclare Drive and Dundas Crescent) the municipal servicing completion dates are:

(a) Underground services on or before June 30, 1986
(b) Asphalt, boulevard sodding and reditching on or before August, 1986

Grumbletonian Investments has decided not to proceed with this development in 1986, and requested approval to extend the servicing completion dates for one year. Town Planning Consultants Inc., Consulting Engineers for the developer have submitted documentation indicating that the estimated cost of the servicing works in accordance with Schedule "D" of the Agreement would increase by the amount of $10,238.41, as a result of this extension.

Provided that the developer arranges to have the Letter of Credit securing the servicing works increased from the present value of $78,494.52 to $88,732.93 this Department would have no objection to the requested extension.

RECOMMENDATION:

(a) That notwithstanding the requirements of the Servicing Agreement for Grumbletonian Investments Limited, CA "B" 4-8/84-M, located north of Dundas Street West and west of The Credit Woodlands, that a one year extension to the municipal servicing with Schedule "F" of the Agreement be approved.

(b) That as a condition of the approval of the extension of the servicing completion dates, the developer be required to increase the value of the Letter of Credit securing the servicing works from the present value of $78,494.52 to $88,732.93 and that Schedule "D" of the Servicing Agreement be so revised to reflect the increased servicing costs.

B.07.84004

RECOMMEND ADOPTION

9. Report dated October 7, 1986, from the Commissioner of Engineering & Works in response to a request from Willesden Realty Limited for an extension of the municipal servicing completions dates for the top course of asphalt, sidewalks, curb top and boulevard sodding on Redpine Crescent and Queen Street West in the Bevark Subdivision (lands located north of Lakeshore Road/east of Lorne Park Road).

In as much as a substantial number of building lots on Redpine Crescent and Blocks 54, 64 and 65 on Queen Street are as yet undeveloped an extension could be granted to September 30, 1987 although the developer has been requested to complete the top course of asphalt on Spence Court as all the building units on the street have been completed.

No reduction in the Letter Credit will be granted once Spence Court is completed as the estimated cost of these works will offset the increased costs for the remainder of the works due to the one year extension.

RECOMMENDATION:

(a) That notwithstanding the requirements of Schedule F-1 of the Servicing Agreement for Bevark Subdivision, (Plan 43M-462 - located north of Lakeshore Road/East of Lorne Park Road) the developer be advised that the completion dates for top course asphalt, curbs, sidewalks and boulevard sodding on Redpine Crescent and Queen Street be extended to September 30, 1987.

(b) That the top course of asphalt be placed on Spence Court prior to October 31, 1986.

(c) That no reduction be granted in the Letter of Credit upon completion of the top course of asphalt on Spence Court as the estimated cost of this work will offset the increased costs for the completion of the aboveground works on Redpine Crescent and Queen Street as a result of the one year extension to the completion dates of works in accordance with (a).

B.06.462.02

RECOMMEND ADOPTION

10. Report dated September 30, 1986, from the Commissioner of Engineering & Works regarding the assumption of Finery Investments Limited Subdivision, Plan M-420, located north of Finch Avenue and west of Hwy. #427. As far as the Engineering and Works Department is concerned, the developer has complied with all the requirements of the Engineering Agreement for the installation of municipal services.

The Engineering and Works Department has received $4,500.00 as cash in lieu of completing the repairs to the top course asphalt. We recommend that the funds be placed in the Subdivision Repairs Account P.N. 85-157 for use by the Engineering and Works Department in completing these works.

RECOMMENDATION:

(a) That the City of Mississauga assume the municipal services constructed by Finery Investments Limited, under the terms of the Engineering Agreement for Plan M-420, located north of Finch Avenue and west of Hwy. #427.

(b) That the City Treasurer be directed to release the Letter of Credit for the Engineering Agreement for Plan M-420 presently valued at $73,853.60 to the developer, Finery Investments Limited.

(c) That the City Treasurer be directed to release the Letter of Credit for $1,500.00 to the developer, Finery Investments Limited.

(d) That the City Treasurer be directed to place the $4,500.00 received from Finery Investments Limited into Account P.N. 85-157 for the use by the Engineering and Works Department in completing the top course asphalt repairs.

(e) That a by-law be enacted to establish the road allowance within Plan M-420 as public highway and part of the municipal system of the City of Mississauga.

B.06.620.02

RECOMMEND ADOPTION

11. Report dated October 20, 1986, from the Commissioner of Engineering & Works with respect to the assumption of the municipal works for Willowmore Way Subdivision, Plan 43M-444, located south of Derry Road West and east of Glen Erin Drive.

The subject development consists of 16 residential lots and as far as the Engineering and Works Department is concerned, the developer, Markborough Properties Limited, has complied with all the requirements of the Engineering Agreement for the installation of municipal services except for various minor above ground deficiencies in the amount of $400.00. The developer has provided the City with a cheque in this amount and the City subdivision repair contractor will correct these deficiencies in the 1986 construction season.

There are still some outstanding landscape works remaining within this subdivision and $500.00 will be held back on the Letter of Credit until these works are completed by the developer and the Recreation and Parks Department have issued a final acceptance certificate.

RECOMMENDATION:

(a) That the City of Mississauga assume the municipal works as constructed by the developer, Markborough Properties Limited under the terms of the Engineering Agreement for Willowmore Way Subdivision, Plan 43M-444 located south of Derry Road West and east of Glen Erin Drive.

(b) That the City Treasurer be authorized to reduce the Letter of Credit (current value $38,865.71) to $500.00 and that on completion of outstanding landscape works by Markborough Properties Limited, and issuance of a final acceptance certificate by the Recreation and Parks Department, the City Treasurer be authorized to release the remaining amount.

(c) That a by-law be enacted to establish the road allowances within Plan 43M-444 as public highway and part of the municipal system of the City of Mississauga.

B.06.444.02

RECOMMEND ADOPTION

12. Report dated October 20, 1986, from the Commissioner of Engineering & Works regarding a draw on the developer's securities for the completion of grading corrective works on Lot 28 right, Plan 43M-340, Bellamy Subdivision located Z-26, north of Rathburn Road and east of Dixie Road. Under the terms of the Servicing Agreement for the Plan 43M-340, Bellamy Construction Company Limited is responsible for the proper grading of all lots within the subdivision.

RECOMMENDATION:

That the Commissioner of Engineering and Works be authorized to complete the outstanding grading corrective works on Lot 28 right, Plan 43M-340, Bellamy Subdivision located north of Rathburn Road and east of Dixie Road at an estimated cost of $2,000.00 and that the City Treasurer, be authorized to draw on the developer's Letter of Credit, presently valued at $29,808.76, to complete the works.

B.06.444.02

RECOMMEND ADOPTION

13. Report dated October 1, 1986, from the Commissioner of Engineering & Works regarding a draw on developer's securities for the completion of grading rectification works on Lots 3, 4 and 5, United Lands Corp. (lands located east of Mississauga Road/south of Highway 403).

RECOMMENDATION:

(a) That the Commissioner of Engineering and Works be authorized to complete the outstanding grading rectification works on Lots 3, 4 and 5, Plan 43M-526, United Lands Corp. (lands located east of Mississauga Road/south of Highway 403) at an estimated cost of $20,000.00.

(b) That the Commissioner of Engineering and Works be authorized to engage R.E. Winter and Associates for design and supervision of the works.

(c) That the City Treasurer be authorized to draw on the Developer's Letter of Credit to defray the costs incurred by the City pursuant to parts (a) and (b) above.

B.06.562.02

RECOMMEND ADOPTION

14. Report dated October 21, 1986, from the Commissioner of Engineering & Works regarding a Draw on the developer's securities for the completion of grading rectification works on Lot 164, Plan 43M-445, Sheridan Mills Subdivision, located east of Erin Mills Parkway and south of Britannia Road West.

Under the terms of the Servicing Agreement for Plan 43M-445, the developer, Donlee Holdings Limited is responsible for the proper grading of all lots within the subdivision.

Council at its meeting on July 7, 1986, adopted the following recommendation:

"That the Commissioner of Engineering and Works be authorized to complete the outstanding grading rectification works on Lots 165, 166 and 167, Plan 43M-445, Sheridan Mills Subdivision, located east of Erin Mills Parkway and south of Britannia Road West at estimated cost of $19,500.00.

The developer and builder, Silverstar Homes, attempted to reach an agreement after that date for the regrading works, however, were unsuccessful and the City's subdivision repair contractor undertook the works with the sodding being the only outstanding item which is to be completed shortly.

On September 26, 1986, staff reviewed the works on site with particular attention to the tie-in at Lot 164. It was discovered at that time that the grading at the rear right hand corner of Lot 164 was approximately one metre too high and did not conform to the design for the retaining wall on Lots 165 to 167 inclusive as prepared by Allan C. Randles Limited. The homeowners on Lot 164 constructed a retaining wall along the right lot line from the front of the house to the rear lot line in 1985 to level up the sideyard area after being advised that the grading of the rear yard was satisfactory.

In a letter to Donlee Holdings Limited dated September 29, 1986 (hand delivered), it was indicated that regrading works would be required on Lot 164 and a site meeting was requested to be arranged as soon as possible to include the homeowner, the builder, the consulting engineer, the developer and City staff in attendance. This matter was to be resolved by October 15, 1986, and as of this date, the developer has not responded.

RECOMMENDATION:

(a) That the Commissioner of Engineering and Works be authorized to complete the outstanding grading rectification works on Lot 164, Plan 43M-445, Sheridan Mills Subdivision, located east of Erin Mills Parkway and south of Britannia Road West at an estimated cost of $7,000.00.

(b) That the Commissioner of Engineering and Works be authorized to engage a consulting engineer for the supervision of the current grading works at an estimated cost of $700.00.

(c) That City Treasurer be authorized to draw on the developer's Letter of Credit to defray the costs incurred by the City pursuant to parts (a) and (b).

B.06.445.02

RECOMMEND ADOPTION

15. Report dated October 14, 1986, from the Commissioner of Engineering & Works in response to a request from John Knox Christian Home and School Association for permission to place a banner on the Petro Canada railway overpass above Lakeshore Road West between November 12 and 22, 1986. This banner will be used to advertise the annual John Knox Bazaar on November 22, 1986.

A letter of permission has been included from Mr. R.E. Dart of Petro Canada as well as proof of liability insurance in the amount of one million dollars.

This is an annual request from the John Knox School, and since the banner has been installed without problem for a number of years, the Engineering Department has no objections to this year's request, subject to the usual conditions for banner installation.

RECOMMENDATION:

That John Knox Christian School be permitted to install a banner on the Petro Canada overpass above Lakeshore Road West, between November 12 and 22, 1986 provided a "banner permit" is completed with the Engineering Department at least five days prior to installation.

L.09.05.01

RECOMMEND ADOPTION

16. Report dated OCtober 22, 1986, from the Commissioner of Engineering & Works in response to a petition from area residents for an all-way stop at Chigwel Court at Darcel Avenue. Residents are concerned that due to heavy volumes of traffic on Darcel Avenue, during peak hours there are delays turning left out of Chigwel Court. The intersection has been reviewed along with the accident records. Based on this study, all-way stop warrants are not satisfied under Part 'A' volume - Part 'B' - volume split, or accidents.

The residents of Chigwel Court have stated that they are experiencing side street delay. The results of this study do not reflect any serious delay, in fact volumes on Darcel Avenue over the peak hours averaged less than four (4) vehicles per minute or one vehicle every fifteen (15) seconds. These results definitely do not warrant an all-way stop due to severe delay.

RECOMMENDATION:

That an all-way stop not be installed at Chigwel Court and Darcel Avenue as warrants have not been satisfied under Part 'A' - volume, Part 'B' - volume split or accidents.

F.06.04.05

RECOMMEND ADOPTION

17. Report dated October 14, 1986, from the Commissioner of Engineering & Works regarding an extension of te parking of construction workers' vehicles on the north shoulder of Dundas Street, opposite their site at 880 Dundas Street West. Permission was initially granted in June of this year as it was anticipated the underground parking garage would be completed by late summer affording an area of parking for the workers. However, the garage will not be completed until at least late November and therefore requests an extension until the end of the year. The Engineering Department has no objection to this request dependent upon weather conditions. Should the parking of these vehicles obstruct snow plowing or removal then other parking arrangements will be required.

RECOMMENDATION:

That permission for the parking of United Lands Corporation Ltd., construction workers' vehicles opposite 880 Dundas Street West be extended until December 31, 1986 subject to weather conditions.

F.06.04.02

RECOMMEND ADOPTION

18. Report dated October 14, 1986, from the Commissioner of Engineering & Works in response to a concern expressed by Titus Steel Company Limited with traffic congestion on Crestlawn Drive due to parked vehicles. When parking occurs on Crestlawn Drive, deliveries of steel on tractor trailers are obstructed as vehicles cannot be maneuvered into their driveway. This causes delays on street to through traffic and frustration for the delivery drivers. The problem is the parked vehicles associated with a Fitness Centre on Crestlawn Drive. The Parking Control Section has advised that they have had little effect in enforcing the maximum three hour limit as most visitors to the Fitness Centre park for a shorter period of time.

In order to relieve this congestion, the affected businesses were polled and the results indicated the majority chose to prohibit parking on the south side of Crestlawn Drive from Dixie Road to the west limit of Crestlawn Drive.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize a parking prohibition on the south side of Crestlawn Drive from Dixie Road to the west limit of Crestlawn Drive.

F.06.04.02

RECOMMEND ADOPTION

19. Report dated October 2, 1986, from the Commissioner of Engineering & Works regarding proposed street names to be added to the Street Names Reserve List: Greenwich Park and Langton Green.

The submission was reviewed by the Region of Peel Street Names Committee and not approved as Greenwich Park conflicts with an existing street, Greenwich Circle in Brampton and Langton Green would be confused with Langston Drive in Brampton.

RECOMMENDATION:

That Greenwich Park and Langton Green not be added to the City of Mississauga Street Names Reserve List as they conflict with names in the City of Brampton.

F.02.07

RECOMMEND ADOPTION

20. Report dated October 20, 1986, from the Commissioner of Engineering & Works in response to a request from Mr. C.E. Bonds, 2012 Barsuda Drive for an extension to permit the completion of a boat which is being built on his property. The Department carried out an inspection and found the premises to be well kept and free of problems.

RECOMMENDATION:

That Mr. C.E. Bonds of 2101 Barsuda Drive be permitted a two year extension to maintain a temporary structure (boat) on his property.

L.01.06

RECOMMEND ADOPTION

21. Report dated October 20, 1986, from the Acting Commissioner of Building, Zoning and Licensing with respect to an application from a homeowner for assistance under the Termite Control By-law 741-81. The cost of the treatment has been estimated at $99.44 and the City's share would be 50%.

RECOMMENDATION:

That the application for a grant under the Termite Control By-law 741-81 made by the homeowner listed on Appendix 'A' attached to the report dated October 20, 1986, from the Acting Commissioner of Building, Zoning and Licensing be approved and that payment be authorized under the terms of the By-law upon satisfactory completion of the work.

A.02.03.03.07

RECOMMEND ADOPTION

22. Report dated October 2, 1986, from the Acting Commissioner of Building, Zoning and Licensing with respect to an application from a homeowner for assistance under the Termite Control By-law 741-81. The cost of the treatment has been estimated at $325.00 and the City's share would be 50%.

RECOMMENDATION:

That the application for a grant under the Termite Control By-law 741-81 made by the homeowner listed on Appendix 'A' attached to the report dated October 2, 1986, from the Acting Commissioner of Building, Zoning and Licensing be approved and that payment be authorized under the terms of the By-law upon satisfactory completion of the work.

A.02.03.03.07

RECOMMEND ADOPTION

23. Report dated October 21, 1986, from the Acting Commissioner of Building, Zoning and Licensing regarding an amendment to By-law 43-82 to provide for the appointment of By-law Enforcement Officers to reflect a staff change within the Department.

RECOMMENDATION:

That a by-law be enacted to amend By-law No. 43-82, as amended, being a by-law to provide for the appointment of municipal enforcement officers and peace officers to reflect a staff change within the Building Department.

L.07.01.02

RECOMMEND ADOPTION

24. Report dated October 10, 1986, from the City Solicitor regarding a by-law to prohibit the racing of motorcycles in the City which was requested as a result of an incident involving the use of Flavelle Boulevard for motor bike racing. In preparing the by-law it became apparent that a by-law had been passed under special legislation obtained so that the City could control attempts to establish raceways such as the recent Molson Indy 500 in Toronto. A by-law has been prepared which incorporates the original provisions of By-law 207-81 so that both aspects are covered:

That a by-law be enacted to prohibit the racing of motor vehicles on highways and to repeal By-law 207-81.

F.02.01

RECOMMEND ADOPTION

25. Report dated October 10, 1986, from the City Clerk regarding the purchase of a small road widening from the Britannia Secondary School described which consists of 0.0123 hectares (1,320 square feet). An Offer to Sell from the Peel Board of education has now been received in the amount of $3,900., plus legal costs. This amount is based on the appraised market value of $130,000. per acre as estimated by the Clerk's Department.

RECOMMENDATION:

That a by-law be enacted to authorize execution of the Offer to Sell dated October 6, 1986 from the Peel Board of Education for the lands described as Part of Lot 16, Concession 1, N.D.S. and designated as Part 1 on Reference Plan 43R-13625 and all other documents related to the provisions of the Offer (Central Parkway West Extension).

J.05.01
A.02.07.05.01

RECOMMEND ADOPTION

26. Report 7-86 of the Public Vehicle Authority meeting held on October 7, 1986.

A.03.04.01

RECOMMEND ADOPTION

City of Mississauga

MEMORANDUM

File: 11 141 00045

To Chairman and Members of
Dept. Operations and Works Committee.

From William P. Taylor, P.Eng.,
Dept. Engineering & Works Dept.

October 21, 1986.

OPERATIONS/WORKS OCT 2 9 1986

SUBJECT: Jacobelli Developments Ltd., S.P. 180-84. Access to Dundas Street.

SOURCE: Deputation from John V. Bonvivere, Traffic Planning Consultant (copy attached).

COMMENTS: The subject site is located at the southeast corner of Dundas Street and Southcreek Road.

In September 1984 site plan processing commenced on plans to redevelop the site for a self-serve gas bar and a 24-hour donut shop. As a condition of site plan approval, the Engineering Department requested that the two proposed service station angled ramp access points to Dundas Street be eliminated in favour of a full access near the easterly property limit. This condition, was placed on the site plan for immediate implementation, however, after discussions with the applicant it was agreed that the access would be relocated upon signalization of the intersection and that our agreement to carry out these works at the applicant's expense (approximately $1,056.00) would be registered on title. On the strength of this agreement, the Engineering Department issued a clearance which permitted the applicant to obtain a foundation permit. Subsequent to issuance of the building permit Ultramar refused to execute the necessary agreement pertaining to the Dundas Street access and sight triangle dedication.

Their reluctance to comply with the site plan agreement is based on their position that the removal of the right-in/right-out access in favour of a full access to Dundas Street, will result in a reduction of gasoline sales. It has been, and still is, the position of the Engineering Department that the access requirements as identified for Dundas Street must be retained.

Continued. . . . . .

RECEIVED
8457
OCT 29 1986
C-01.03

FORM 145

1(a)

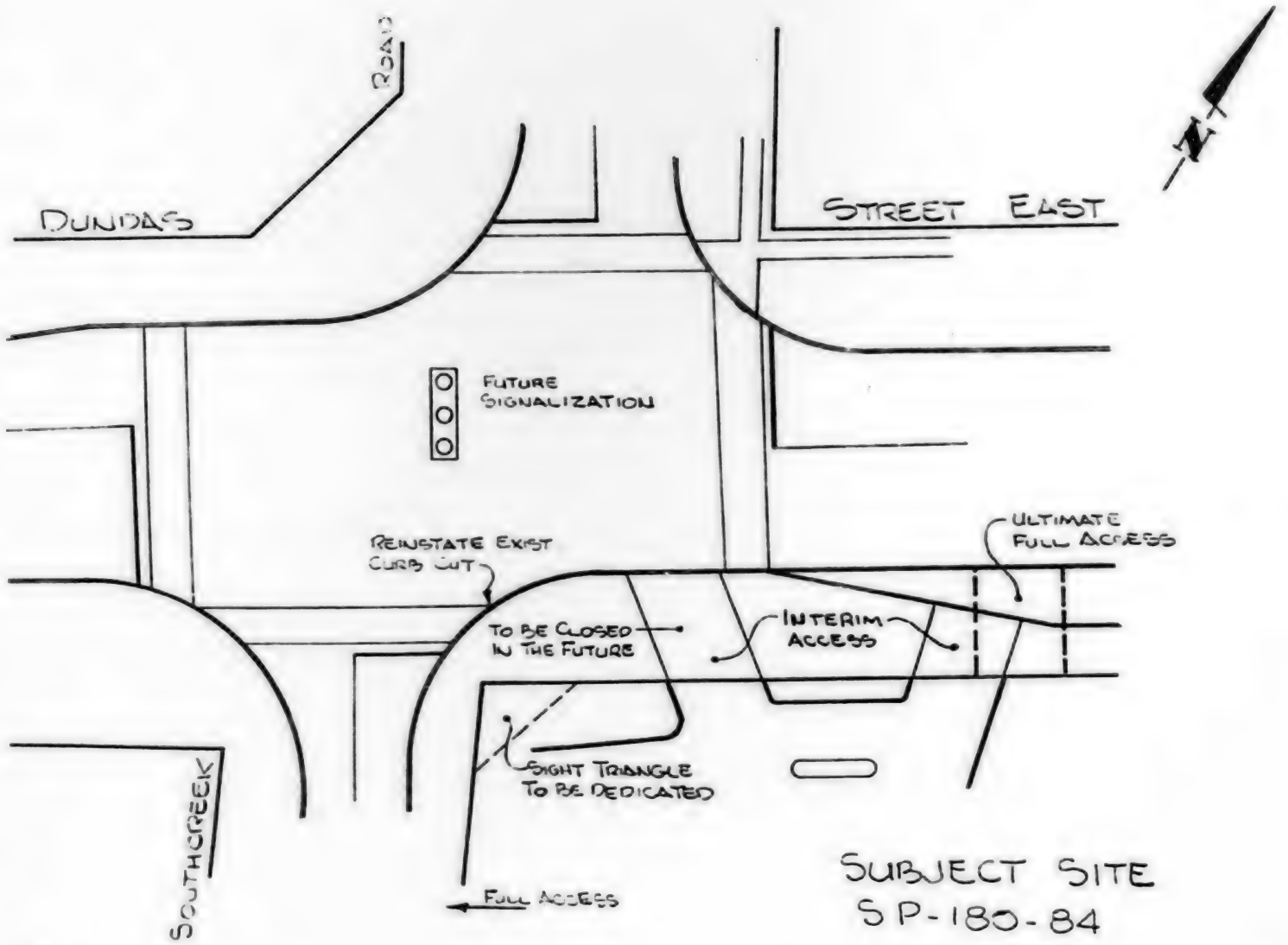
Our concerns centre on both vehicular and pedestrian traffic using this intersection particularily when signalization occurs. As can be seen on the attached sketch, the intersection is offset and if the two proposed access ramps were approved the westerly one would be within the intersection. Motorists using the west access for outbound movements will be entering a signalized intersection at an undesirable location, without benefit of a signal display, and conflicting with traffic from Southcreek Road. It is our opinion that this is an unsatisfactory and hazardous condition. This department has experienced traffic operational problems at another location where there has been a combined gas bar and donut shop, particularily when in close proximity to a signalized intersection

RECOMMENDATION: That Jacobelli Development Ltd., and Ultramar Canada Inc. fulfill the access and sight triangle dedication requirements for Dundas Street previously identified as a site plan approval for S.P. 180-84.

William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works Department.

WPT/dab
0487E
Attach.

1(b)



SUBJECT SITE
SP-180-84

N.T.S.

OPERATIONS & WORKS
AGENDA [illegible]/84

1(c)

John U. Bonvivere M.I.T.E.

TRAFFIC PLANNING CONSULTANT

84 Glenforest Road, Toronto, Ont. M4N 1Z9

October 5th, 1986.

OPERATIONS/WORKS OCT 2 9 1986

RECEIVED
8093
OCT - 8 1986
C.01.03

Mr. T. Julien
City Clerk
City of Mississauga
1 City Centre Drive
MISSISSAUGA, Ontario
L5B 1M2

Dear Mr. Julien:

RE: Jacobelli Developments Ltd.
Part Lot "A" Con. 1 S.D.S.
2100 Dundas Street East
City of Mississauga
Site Plan S.P. 180-84

On behalf of J. Jacobelli Developments Limited this is to request to be heard as a deputation at the next Operations and Works Committee relative to the above matter.

The above site is located at the South-East corner of Dundas Street and Southcreek Road in the City of Mississauga. Ultramar Canada Inc. own the property and presently operate a full service gasoline outlet only.

In July 1984 Jacobelli Developments Limited entered into an agreement with Ultramar Canada Inc. to build and develop a donut shop to be operated by Jacobelli Developments Limited. Ultramar would continue to operate their gasoline sales outlet.

The original site plan SP-180/84 proposed a right-in-right-out ingress-egress arrangement off Dundas Street with a full access off Southcreek Road. There was also to be an agreement registered on title to the effect that if and when the Southcreek Road/Dundas Street intersection is signalized that the most westerly right-in entrance will be abandoned and the easterly right-out entrance will become a full entrance permitting all movements. The Southcreek Road entrance was to be built at this time also. Subsequently a foundation permit was issued on September 25, 1985 subject to the preparation of the required Reference Plan for the dedication of the required corner sight triangle and the lifting of the one foot reserve on Southcreek Road. At this point Ultramar Canada Inc. refused to execute the necessary Reference Plan and dedicate the sight triangle unless the most westerly driveway entrance off Dundas Street was retained following any possible traffic signalization for the intersection of Dundas Street and Southcreek Road. Ultramar refused this land dedication on the basis of a fear in reduced gasoline sales if the said right-in access driveway was closed.

.....2

1(d)

On February 5, 1986 Mr. W. P. Taylor, Commissioner advised that his Department was not prepared to change the conditions with respect to access which had been imposed originally.

The Engineering Department stated the two access proposals onto Dundas Street East were not acceptable from a traffic viewpoint, as the westerly access will ultimately conflict with the future pedestrian crosswalk and signal installation at the Dundas Street-Southcreek Road intersection.

In order to address the traffic safety concerns of the Engineering Department we have redrawn the site plan with respect to the two access driveways off Dundas Street East. As shown by our overhead slide projection we have moved these two driveways away from the Southcreek Road intersection by 2.2 meters. In this regard we have moved the most westerly access driveway away from the corner and the confines of the pedestrian crosswalk. Furthermore, this ingress ramp is beyong the corner radius and not in the intersection as presently exists. As a further improvement to this corner we would offer to extend the existing bus bay pull in by extending same westerly towards the Southcreek Road intersection in so doing creating a more definite deceleration and right turn entry for both the service station and the bus stop.

Incidently, Jacobelli Developments Limited and Ultramar Canada Inc. mutually offered a cash contribution towards the installation of traffic signals for the consideration of a possible retention of the most westerly right-in access if and when traffic signals are installed. This was based on the opinion that we consider the relocated ramps away from the corner and the pedestrian crosswalk to be appropriate and safe.

Relocation of the City sidewalk and a street luminaire would be included in this proposal.

In light of these proposed alterations for the two access driveways to the site off Dundas Street East (relocation of the ramps 2.2m easterly from the Southcreek Road intersection and extension of the bus bay to effect a deceleration lane) we are requesting Committee's favourable consideration to allowing the two access driveways off Dundas Street East to be installed as shown and be retained if and when traffic signalization occurs at the Dundas Street East/Southcreek Road intersection.

Yours very truly,

John U. Bonvivere, M.I.T.E.
President.

JUB/jb

John U. Bonvivere M.I.T.E.
TRAFFIC PLANNING CONSULTANT

2

MEMORANDUM

To CHAIRMAN & MEMBERS OF OPERATIONS & WORKS COMMITTEE

From G. E. BENTLEY, FIRE CHIEF

Dept. _____

Dept. FIRE

8456

October 21st, 1986.

OCT 22 1986

OCT 29 1986

OPERATIONS/WORKS

A.00.02.07
A.06.01

SUBJECT: Fire Potential in new Residential Subdivisions

ORIGIN: Fire Department

COMMENTS:

A report on the above subject from the Fire Chief was considered at the Operations and Works Committee meeting held on September 3rd, 1986.

The report recommended:

(1) That the Fire Department, in conjunction with Public Relations, develop an information brochure to be attached to all building permits outlining the contractors responsibilities under the Ontario Fire Code and indicating the municipalities intention to enforce the appropriate sections of the Ontario Fire Code pertaining to open burning, access to the site and the maintenance of an access to hydrants.

(2) That every 7th lot in a draft plan of residential subdivision be designated as a fire break and further that the Fire Department review all draft plans of residential subdivision to designate those lots which the developer is obligated to leave as fire breaks. These conditions to be incorporated into Schedule 'C' of the Engineering Agreement, as well as the Financial Agreement which is registered on title.

(3) That the Building Department process all applications for building permits and issue foundation only permits for the designated fire break lots. The issuance of the superstructure permits for these lots will only be released upon the approval of the Chief Building Official (in conjunction with the Fire Chief) at such time that, in the opinion of the Chief Building Official, the intent of this restriction has been satisfied and that no more than six (6) consecutive buildings will be under construction in a framed state.

FORM 145

2(e)

COMMENTS CONT'D.

At the September 3rd meeting committee members requested staff to reintroduce the report at a subsequent meeting of the Operations and Works Committee and further to comment on:-

(a) Costs involved in implementing this requirement;

(b) Whether the municipality or the building trade should be responsible for fire prevention controls for the residential housing trade;

Discussion has been held with staff of the departments who would be impacted by the requirements of Recommendation (2) which included building, legal and the fire department. The sequence of activities or steps required to implement the fire break lot requirement would be:-

(1) Fire Department designates fire break lots at the same time they are reviewing the draft plan of subdivision for other fire protection considerations. The Fire Department report would include the designated lots to be incorporated into Schedule 'C' of the Engineering Agreement and the Financial Agreement.

(2) Designated lots are incorporated into Schedule 'C' and the Financial Agreement by the parties responsible for these agreements.

(3) Building Department reviews all building permit applications and issues either a full construction permit or a basement only permit for the designated fire break lot. The application for the superstructure to be subsequently placed on the fire break lot is approved at the same time as all other lots. The superstructure permit would be cleared for issuance by the field building inspector whenever the intent of the fire break requirement has been met during the normal daily inspection within the subdivision. Basically this will be a routine procedural activity incorporated into this departments operational structure.

(4) Building Department inspectors on their daily inspections in new subdivisions would monitor the on site compliance and any infraction would be dealt with in the same manner as any other infractions under the Building code.

COMMENTS CONT'D.

(5) Legal steps would only be required if all other actions failed as is current practice with other Building code infractions.

In assessing any additional costs to the City it is apparent that all steps in the process can be handled by existing staff incorporating a fairly simple process. Staff from all departments feel that this would not have any effect on their departmental budgets.

The question of which party should assume responsibility for fire prevention matters in new subdivision areas is debatable. It can be argued that the industry should be self policing in this matter. If this is feasible then one could question the need for the various inspections and agreements that are required for each new building. Obviously these are essential in order to protect the public and particularly the home buyer in one of their more significant purchases during their life time. The difficulty with any industry wide self regulatory process is the lack of a single body to regulate the industry and the lack of penalty for non compliance. The building industry readily acknowledges this.

Both the Municipal Act and the Planning Act detail a wide range of actions that can be considered by a municipality for the well being and protection of the public. Fire matters and the means to control the potential for conflagrations falls into the categories addressed in these Acts. It would follow from this that any fire prevention measures deemed necessary should be instigated and implemented by the municipality in the interest of property preservation for those persons who have taken residency in a subdivision under construction or others who are located adjacent to the new areas.

RECOMMENDATION:

(1) That the supplementary to the August 6th, 1986, report on Fire Potential in New Subdivisions be received;

(2) That the August 6th, 1986, report by the Fire Chief be reconsidered.

G. E. Bentley
Fire Chief

GEB:cr
Doc. #0318i

219)

City of Mississauga

MEMORANDUM

To OPERATIONS & WORKS COMMITTEE

From G. E. BENTLEY, FIRE CHIEF

Dept

Dept FIRE

OCT 2 9 1986

August 6th, 1986.

OPERATIONS/WORKS

SUBJECT: Fire Potential in New Residential Subdivisions

ORIGIN: Fire Department

COMMENTS: The fire hazards created by extremely large numbers of houses currently in the framed only state has been reported previously to Council. The present situation is due partly to the shortage of skilled labour in the bricklaying and other trades, a three week strike by bricklayers and a sellers market for new homes.

While the present situation is abnormal, the trend in framing long rows or groups of houses has become more prevalent in the past few years and is expected to continue.

Mississauga has experienced a number of serious construction fires and for this reason a fire prevention program for partially completed buildings in new subdivisions is essential.

The causes attributed to past construction site fires have been:-

(a) Arson;

(b) Welding and plumbers torches;

(c) On-site burning of construction refuse without a burning permit and the inherent restrictions placed on burning by the permit process.

Problems of rapid fire spread in new residential buildings in the basic framed stage are often compounded by obscured or inoperative hydrants, partially blocked streets which are clogged with construction vehicles and materials and the narrow separation distances between the highly combustible building shells which lack the protection of an exterior finish. Collectively these factors can create fires of unmanageable proportions.

2(k)1

COMMENTS CONT'D: The preliminary report on this subject dated July 10th, 1986, indicated that a joint meeting of the departments involved in the building process would be held to consider this issue, as well as a meeting with representatives of the residential construction industry.

A meeting was held with the Toronto Home Builders Association, whose members are involved in up to 75% of the home construction in Mississauga.

This group understands and recognizes the problem and will be supportive of necessary measures providing there are no unreasonable delays created that would affect the production process. The Home Builders Association agrees that voluntary constraints are not likely to be successful.

Sections of the Ontario Fire Code can be applied to address some of the noted concerns. Applicable excerpts from the Ontario Fire Code Regulation 730/81 include:-

1.1.1.1. "Unless otherwise specified the owner is responsible for carrying out the provisions of this Code."

2.5.1.5. "Streets, yards and private roadways provided for fire department access shall be maintained so as to be immediately ready for use at all times by fire department vehicles."

6.6.4.1. "Municipal and private hydrants shall be maintained in operating condition."

6.6.4.2. "Hydrants shall be maintained free of snow and ice and shall be readily available and unobstructed for use all times."

2.6.3.4. "Open air burning is not permitted unless approved,..."

4(ii)

COMMENTS CONT'D: Open fires at construction sites will be on a permit basis under the restrictions of the Open Fire Burning By-law No. 394/79. This By-law states:-

"Where a permit has been obtained under subsection (1), no person shall set or maintain a fire in the open air:

(a) between sunset and sunrise;

(b) at a distance of less than ten (10) metres from any building, structure, hedge, wire or obstruction of any kind or nature whatsoever;

(c) unless it is under his constant watch and control from time of the lighting up to and until it is totally extinguished;

(d) if the wind velocity is greater than twenty-four (24) kilometres per hour;

(e) unless there is a space clear and free from combustible material around the perimeter of such fire of at least five (5) metres;

(f) unless he complies with all the relevant provisions of the The Environmental Protection Act, S.O. 1971 C.86, as amended.

Any violations would be served against the builder and it is proposed to issue a warning to violators prior to taking action under the Fire Code Act.

The only effective method of fire control for long rows of houses under construction is a fire break. Restrictions on the number of houses in the framed only state have been applied elsewhere in at least one other jurisdiction which obligates the developer to leave a fire break at every 7th lot. This allows a maximum of six framed only houses to be erected, leaving the 7th lot as a fire break, then repeated with a further six houses. This formula appears to be reasonable and would have acceptance with the builders group.

The Legal Department has confirmed their position as it relates to the legal methods of dealing with incorporation of fire prevention measures for partially completed buildings in new plans of subdivision.

241

COMMENTS CONT'D: The Legal Department states that it would be in conformity with the provisions of the Planning Act if a condition of draft approval of the subdivision were incorporated at the request of the Fire Department which would enable the Building Department to restrict the issuance of full building permits for certain lots.

Specifically the Fire Department would designate on the draft plan those lots which the developer would be obligated to leave as fire breaks. The restriction which would be placed as a condition would state that:

> "no superstructure building permit will be issued for the designated lots until such time as the external finishes, including cladding, roofing and windows have been installed on the buildings on the lots abutting each of the lot lines."

The Building Department has powers under its Building By-law to issue different types of building permits. One of the permits they can issue is a foundation only permit. The Chief Building Official would issue a foundation only permit for the designated fire break lots and the superstructure permit would not be issued until the installation of the cladding, roofing and windows has been complied with on the adjacent lots. If the builder proceeded to build more than foundations on the designated fire break lot he would be in contravention of the provisions of the Building Code Act which can be used to restrict this unlawful activity.

The Building Department has agreed that they would process all building applications submitted by the developer for all of the lots at the same time and, not withstanding the fact that the fire break lots would have foundation only permits, it would just be a matter of administrative procedure for the Chief Building Official to issue the superstructure permits whenever advised by his inspection staff that the conditions of cladding, roofing and windows have been complied with on the adjoining lots.

2(k)

RECOMMENDATIONS:

(1) That the Fire Department, in conjunction with Public Relations, develop an information brochure to be attached to all building permits outlining the contractors responsibilities under the Ontario Fire Code and indicating the municipalities intention to enforce the appropriate sections of the Ontario Fire Code pertaining to open burning, access to the site and the maintenance of and access to hydrants.

(2) That every 7th lot in a draft plan of residential subdivision be designated as a fire break and further that the Fire Department review all draft plans of residential subdivision to designate those lots which the developer is obligated to leave as fire breaks. These conditions to be incorporated into Schedule 'C' of the Engineering Agreement, as well as the Financial Agreement which is registered on title.

(3) That the Building Department process all applications for building permits and issue foundation only permits for the designated fire break lots. The issuance of the superstructure permits for these lots will only be released upon the approval of the Chief Building Official (in conjunction with the Fire Chief) at such time that, in the opinion of the Chief Building Official, the intent of this restriction has been satisfied and that no more than six (6) consecutive buildings will be under construction in a framed state.

G. E. Bentley
Fire Chief

GEB:cr
Doc. # 02791

2(X)

NOTICE TO CONTRACTORS

CONSTRUCTION FIRES ARE YOUR RESPONSIBILITY

The Fire Code requires that you:

1. **Maintain access roads clear of construction material and debris;**
2. **Keep fire hydrants accessible and operational;**
3. **Burn refuse by permit only. Permits are obtained from the Fire Department and permit conditions must be met;**
4. **Ensure that trades people using welding and soldering equipment have fire extinguishers at hand;**

The City of Mississauga Fire Department recommends that you:

1. **Maintain a security patrol with radio or telephone communication after working hours;**
2. **Illuminate construction sites;**
3. **Provide a fire break by limiting buildings to groups of six houses with a vacant lot between each group.**

Fire Code violation is a punishable offence. Applicable subsections of the Fire Marshals Act:

Subsection (5) Every person who contravenes any provision of the fire code and every director or officer of a corporation who knowingly concurs in such contravention is guilty of an offence and on conviction is liable to a fine of not more than $2,000 or to imprisionment for a term of not more than one year, or to both.

Subsection (6) Where a corporation is convicted of an offence under subsection (5), the maximum penalty that may be imposed upon the corporation is $10,000 and not as provided therein.

****PLEASE HELP US PREVENT FIRES****

Post this notice in a prominent place on the construction site.

Toronto Home Builders' Association

5218 YONGE STREET, WILLOWDALE, ONTARIO M2N 5P6 • TELEPHONE 226-0010

2 bm

September 2,1986

OCT 2 9 1986

OPERATIONS/WORKS

TO: Operations and Works Committee
City of Mississauga

FROM: Grace Dodds
Municipal Liaison Coordinator

C.C. David Rechtsman
General Chairman Municipal Liaison Committee

Dave Stupart
Executive Vice President, T.H.B.A.

The Toronto Home Builders' Association is in agreement with the concept as presented by Gord Bentley, Fire Chief, City of Mississauga. The implementation i.e. administration is as always the critical factor.

We are suffering today with many problems, timing, production and trade availability. Schedule "C" is already highly restrictive in allowing purchaser's model flexibility. As Council is aware if the designated lots are conditions of Schedule "C" this redesignation of the firebreak lots require Council approval and this would be a highly time consuming matter. We request, as with our discussions with the Building Department, that firebreak lots be designated by the Building Department in conjunction with the Fire Chief. Additionally, that foundation permits be issued for all the lots applied for, and that upon completion of any house with cladding,windows, roof is completed then the designated firebreak lot can upon application to the Building Commissioner be redesignated to the seventh lot from the actual firebreak. As an example, if the third house is completed then a redesignation of the firebreak lot to Lot #10 (is permitted upon resubmission of the Lot #10) building permit. This allows the builder flexibility with respect to production,sales and site conditions. As example, sometimes the bricklayer cannot be moved to the exact lot which would release the

A member of the Canadian Home Builders' Association

.../2

firebreak lot and moving down the line would be more accessible. We believe that both houses on either side of the firebreak lot are unnecessary as the complete house acts as the necessary firebreak. Enforcement of compliance would be at the aupices of the building inspector.

We respectfully submit the firebreak clause in a subdivision agreement presently in operation in another municipality:

> "No building permits issued on lots designated every 7th house until such time as exterior cladding/roofing/ windows on unit abutting each side lot line has been completed unless otherwise approved by the Fire Chief".
>
> "A letter of credit is on file for each building project and should a builder build without building permits and there is no firebreak designated lots then there is a charge of $1,000.00."
>
> "It should be noted that the builder is allowed to relocate the designated firebreak but it must be approved and redesignated as such".

The above noted clauses would have our concurrence.

These issues have been presented to both the Fire Chief and his officials as well as the Acting Commissioner of Buildings and Deputy Commissioner of the Building Department.

In cases of noncompliance we would submit to you that stop work orders be issued and that necessary legal action be taken. We wish to reiterate that '3 or 4' of these incidents amongst the 3,000-4,000 residential permits issued does not necessarily require drastic legislation.

GRD:fs

2(0)

Toronto Home Builders' Association

5218 YONGE STREET, WILLOWDALE, ONTARIO M2N 5P6 • TELEPHONE 226-0010

August 8, 1986

5657
AUG 11 1986
A.00.02.01
A.06.01

Ms. Linda Mailer
Clerks Department
City of Mississauga
One City Centre Drive
Mississauga, Ontario
L5B 1M2

Dear Linda:

I trust that you had a pleasent holiday and that the weather was good for your vacation period.

By the end of my one year contractual position with the Toronto Home Builders' Association; I am sure that I will have driven you stark raving mad by the number of times I phone and ask you for things! Please be patient with me.

I think I may have mentioned to you that members of the T.H.B.A. met with Gord Bentley, Fire Chief, City of Mississauga on July 16, to discuss with him the recent fire situation. Subsequently Mr. Bentley has prepared a report to the Operations and Works Committee which will be addressed September 3, 1986. Would it be possible to obtain a copy of this report, as soon as possible, so that we can prepare a report to the committee as well.

Linda, we would like to address the Operations and Works Committee on September 3, prior to Mr. Bentley's report appearing at Council on September 8. Could you please make provision in the agenda for us to speak at Council as well. We wish to make representation in regards to Mr. Bentley's report paying special attention to the necessary designated firebreak house in the condition of draft plan approval.

...2/

A member of the Canadian Home Builders' Association

2 (p)

As I am sure you can appreciate; Mr. Bentley read his report to me on the telephone, therefore, it was difficult to get all the items mentioned in his report written down. I am sure I will be calling you to advise you of additional items we will be addressing to the Operations and Works Committee based on Mr. Bentley's report.

As well Linda, I discussed with you recently the process to obtain Council Meeting Minutes. Is there a charge for these? Please advise me if there is, so that we can work out the payment.

Again Linda, thank you very much for your assistance, your help in these matters is much appreciated.

Yours very truly,

Grace Dodds

Grace Dodds
Municipal Liaison Co-Ordinator

GRD:ma

c.c. -David Rechtsman, General Chairman
Municipal Liaison Committee, T.H.B.A.
-Dave Stupart, Executive Vice-President, T.H.B.A.

City of Mississauga

MEMORANDUM Files: 12 111 00001
12 241 00007

3.

To: Chairman and Members of the Operations and Works Committee

From: Wm. P. Taylor, P. Eng. Engineering and Works

Dept

Dept

September 11, 1986

OPERATIONS/WORKS OCT 29 1986

OPERATIONS/WORKS OCT 1 1986

SUBJECT: Improvements to driveways regarding accessibility where roll type curb is in existence on the street.

ORIGIN: Report Request No. 267/85
Request from Mr. Basich, 3475 Schomberg Avenue.

COMMENTS: The type of curb existing on Schomberg Avenue was installed over twenty years ago and is typical of the type installed in plans of subdivision during that era. It was felt that the roll type curb was conducive to driveway access being at any location and therefore when the driveway locations were in fact determined, it didn't really matter whether the garage was on the right or left hand side of the house as the driveway could be located at any point along the curb. Today, there are approximately 3,000 driveway locations where this condition exists and, in certain circumstances, residents have found it necessary to place asphalt wedges in the gutter to assist them in eliminating a bump. There are certainly many residents who have expressed the same sentiments as Mr. Basich whereas, on the other hand, there are many residents for which access over this type of curb does not appear to be a problem.

RECEIVED
REGISTRY No. 7603
DATE SEP 19 1986
FILE No. F.05.01
CLERK'S DEPARTMENT

We would suggest that it probably depends on a number of factors some of which are grade of road, grade of driveway, type of car (length of wheelbase), etc. The existing City policy in this regard was adopted by Council back in July 1975 and therefore has been in effect for approximately eleven years. I am attaching a copy of the standard policy for information of the Committee. The present cost for a driveway cut for which we charge the Homeowner is $30.00 per metre ($9.00 per foot) and the total cost obviously depends upon whether the Applicant has a single or double driveway. The resident makes an application for the curb cut at the Engineering Department on the Fourth Floor of the City Hall and pays for the cost of the improvement at that time.

cont'd.

-3(a)

Chairman and Members of the
Operations and Works Committee
September 11, 1986

Subject: Improvements to Driveways

COMMENTS - cont'd. As previously mentioned, these roll type curbs are presently in existence in approximately 3,000 driveways and I am attaching maps indicating the locations to give a general idea as to where they are located on a City-wide basis. To give Council an estimate of the cost involved, we assumed that a driveway was 16 ft. wide, i.e. half the distance between a single and a double, and the cost would be $10.00 per lineal foot. On this basis we would have 48,000 ft. of driveway to reconstruct at a cost of $480,000.00. Adding the cost of the asphalt repair involved would bring this figure up to approximately Half Million Dollars. These roll type curbs are eliminated at driveways when the street is reconstructed or asphalt resurfacing takes place, however, as these curbs are only twenty years old it is reasonable to assume that they have at least another twenty to thirty years of life left in them and therefore the elimination on an annual basis is minimal from a practical standpoint..

The following change in policy is presented for Committee's consideration with a view to speeding up the elimination of these driveway accesses if the resident is really concerned with his or her particular situation. We are proposing that $5.00 per lineal foot be charged to the property owner with the balance being absorbed by the City in the normal operating budget and that a figure of $50,000.00 be included in the Current Budget to cover this programme commencing in 1987 and inflated by a reasonable amount in each subsequent year. When the money is used up for that particular year the programme would be cut off until the following year and requests would be dealt with on a 'first come, first served' basis.

RECOMMENDATIONS:

1. That a policy be implemented commencing in 1987 whereby the City undertakes improvements to driveways where roll type curb exists upon receipt of application by the property owners and payment of $5.00 per lineal foot to be carried out on a 'first come, first served' basis with the balance of the cost being paid for by the City..

2. That the 1987 Current Budget of the Engineering Department include an amount of $50,000.00 gross, $50,000.00 net, for this purpose.

...

Subject: Improvements to Driveways

RECOMMENDATIONS - cont'd.

3. That the policy become effective May 1, 1987, however, in the interim, any applicant requesting this service be advised accordingly.

4. That consideration be given to including a similar amount in the future years in the Current Budget at budget discussion time.

Wm. P. Taylor, P. Eng.
Commissioner
Engineering and Works

c.c. Mr. J. Debenham
AEM:dbw
0550E/65E

Attach's.

5(a) STANDARD POLICY

SUBJECT:

ASPHALT DRIVEWAY RAMP

Department: Engineering

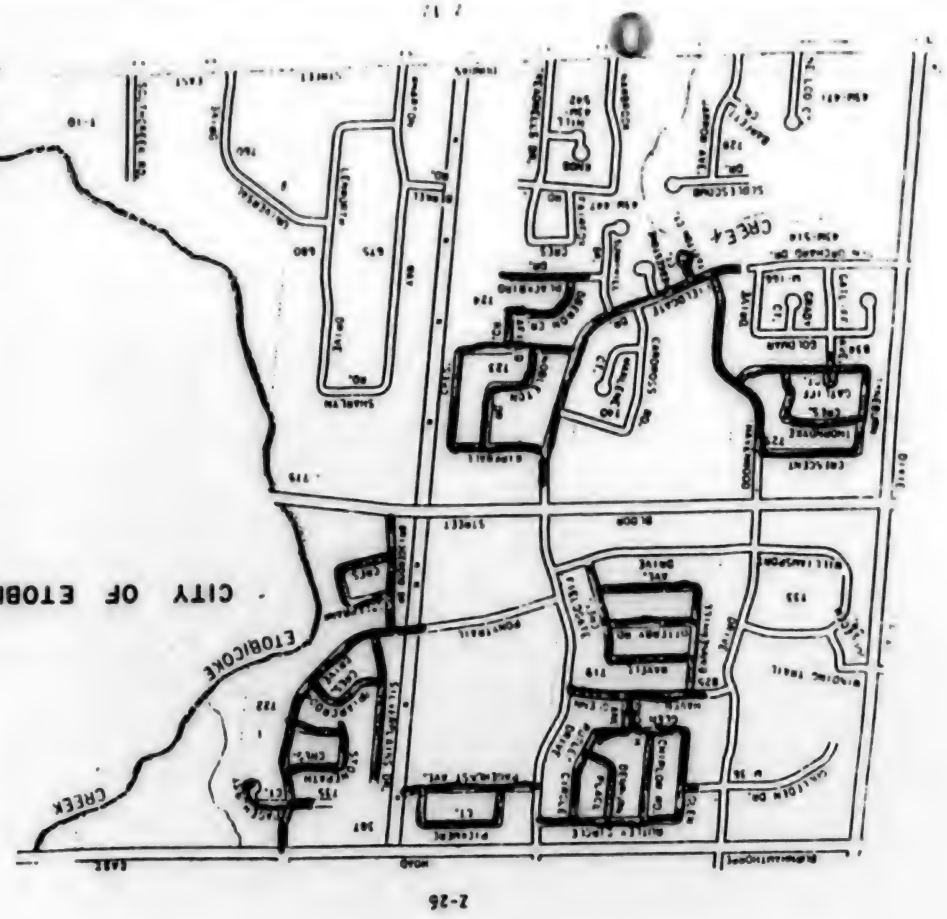
New Jan./77

Revised

1. That the City continue its current policy to not place asphalt wedges in gutter adjacent to private driveways since their installation interferes with normal drainage and winter snow operations.

2. That the City continue its current policy of having the property owner pay for the required curb cuts at the current rate when this work is requested, with the City being responsible for asphalt driveway alterations, when required, at no cost to the property owner.

General Committee of July 16, 1975; as adopted by Council on July 28, 1975.



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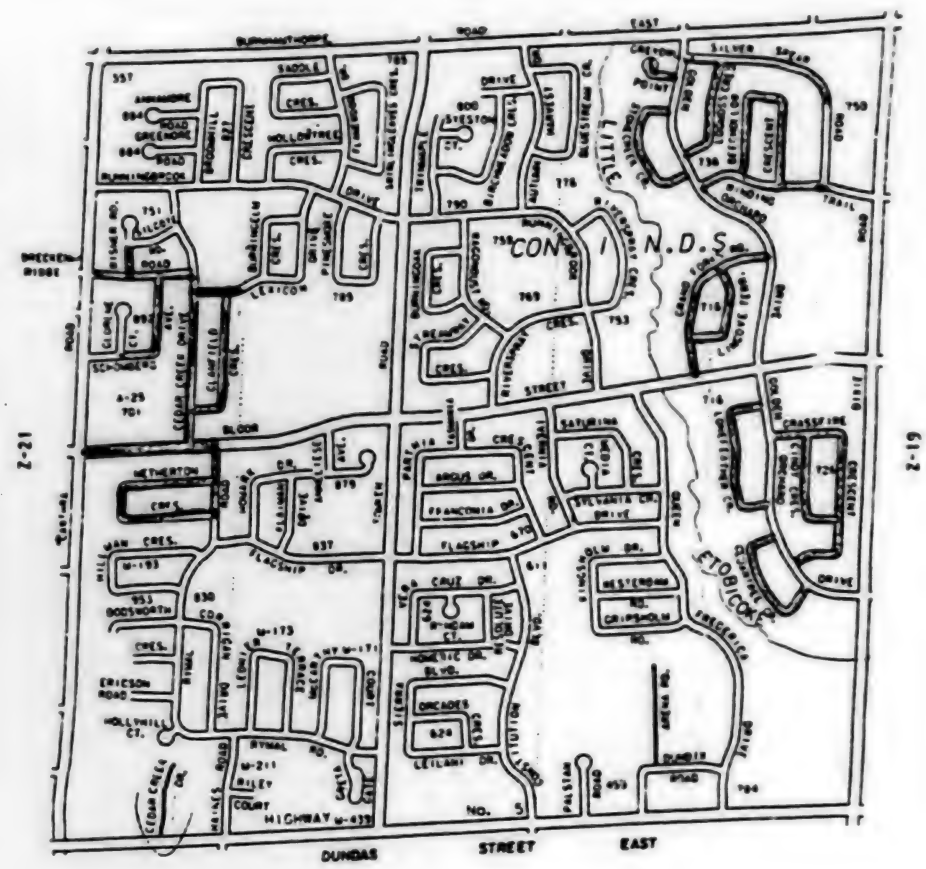
-241

Z-27



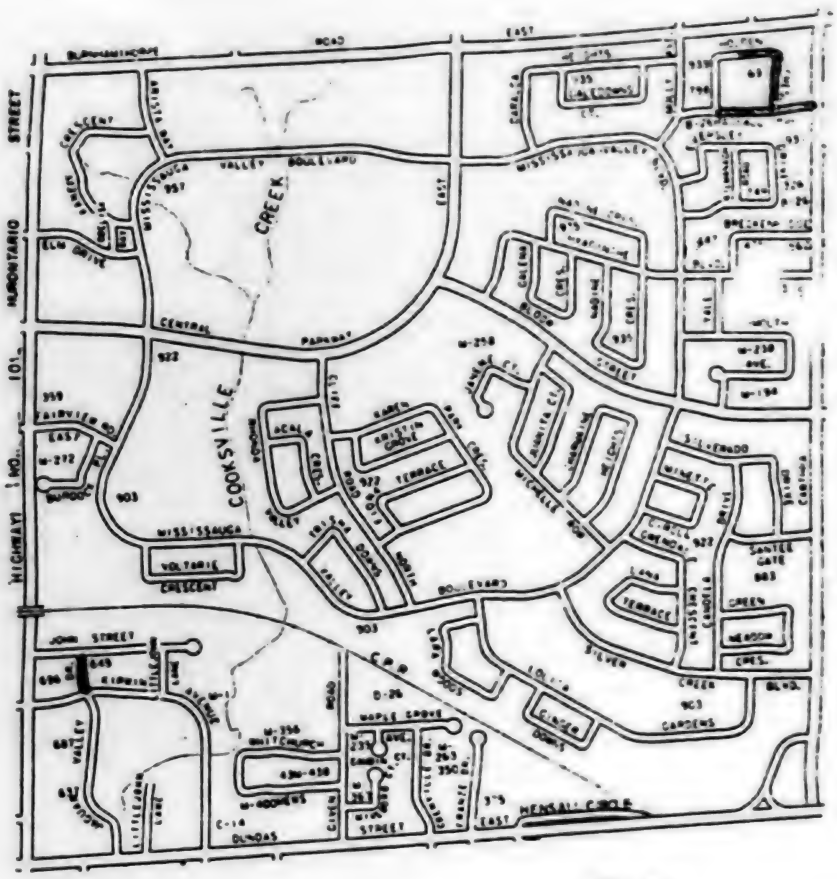
595
30
625

Z-13 Z-20

Z-20

341.

Z-28



Z-22

Z-20

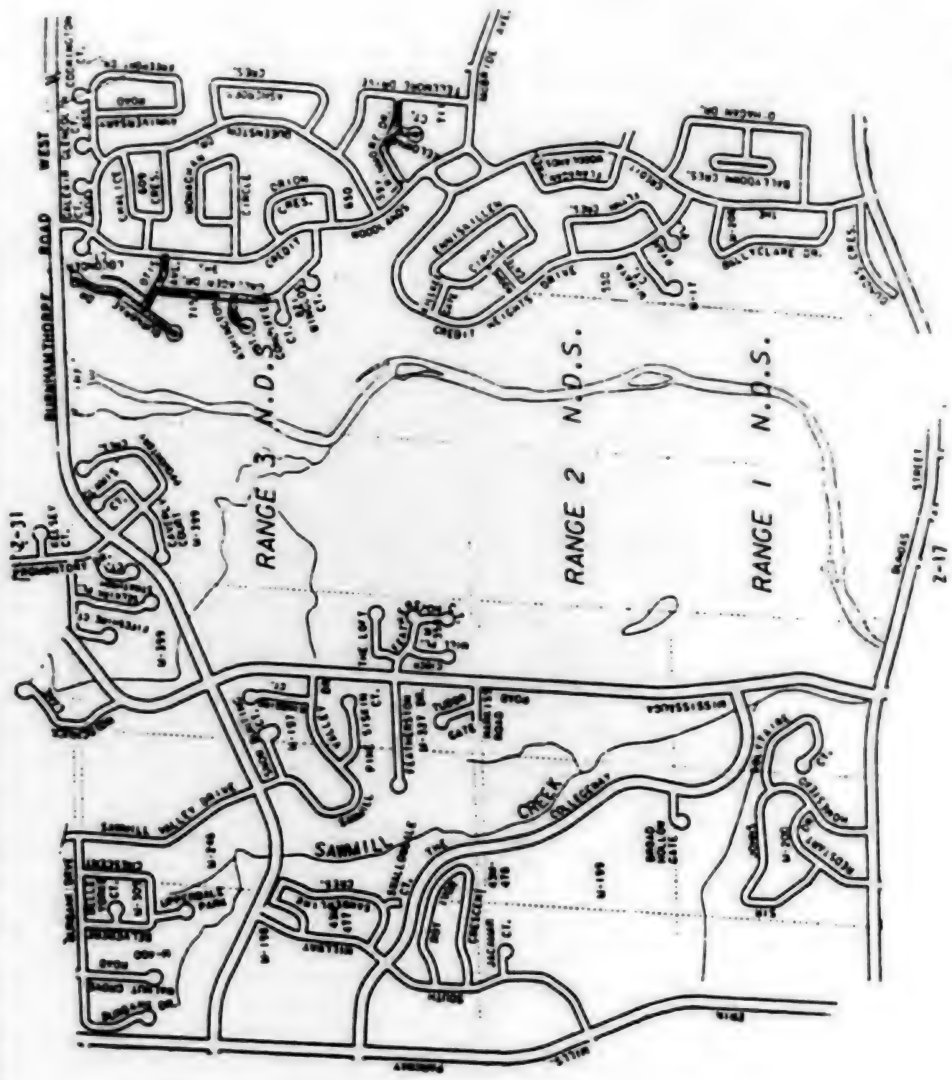
54

Z-14

Z-21

2-21

- 391



Z-23

89

Z-25

Z-24

Z-24

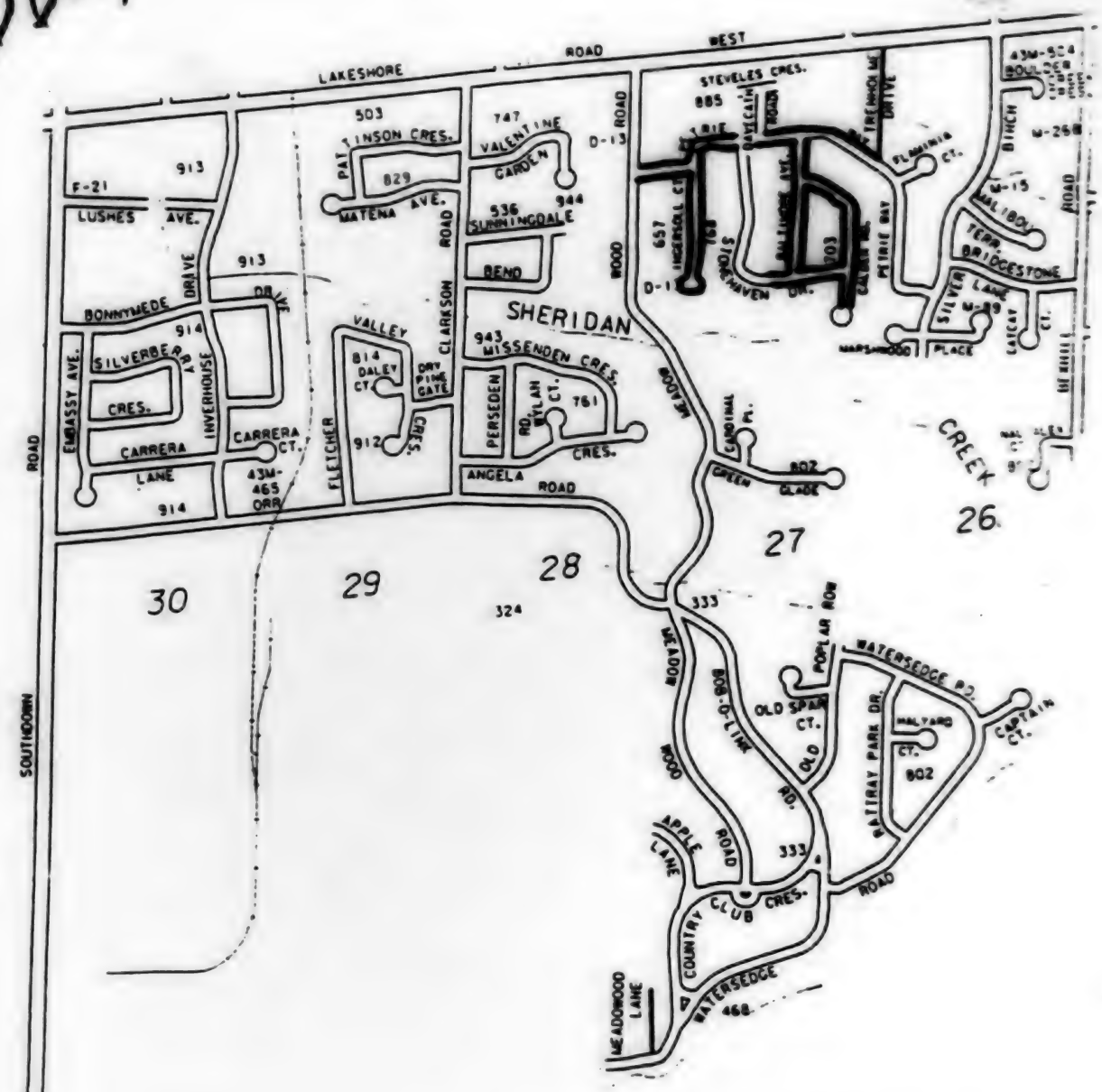
Z-9

GLENELEVEN	20
BEXHILL	12
LYNNROD	3
BALBOA	23
DACK	9
	67

Z-3

Z-2

.341



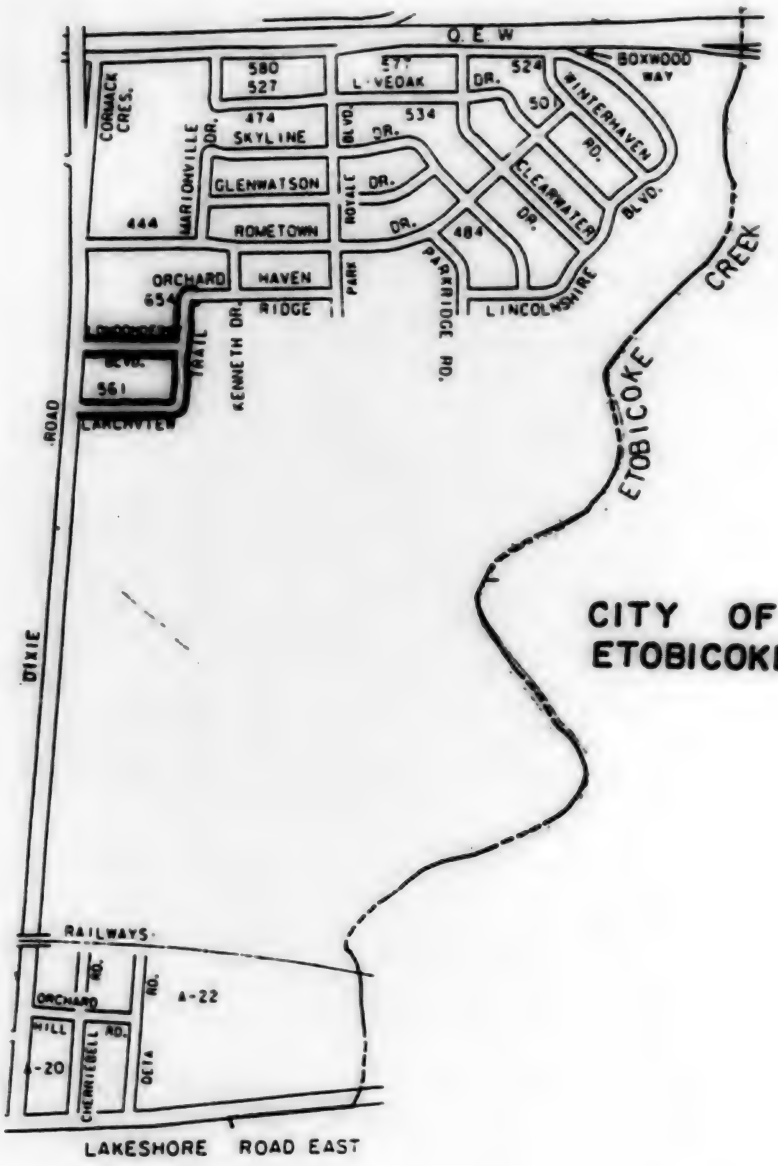
Z-4

312
E-22

PETRIE WAY	26
INGERSOLL CT	18
CALDER RD	18
BALTIMORE	16
STONEHAVEN	6
	84

Z-3

341

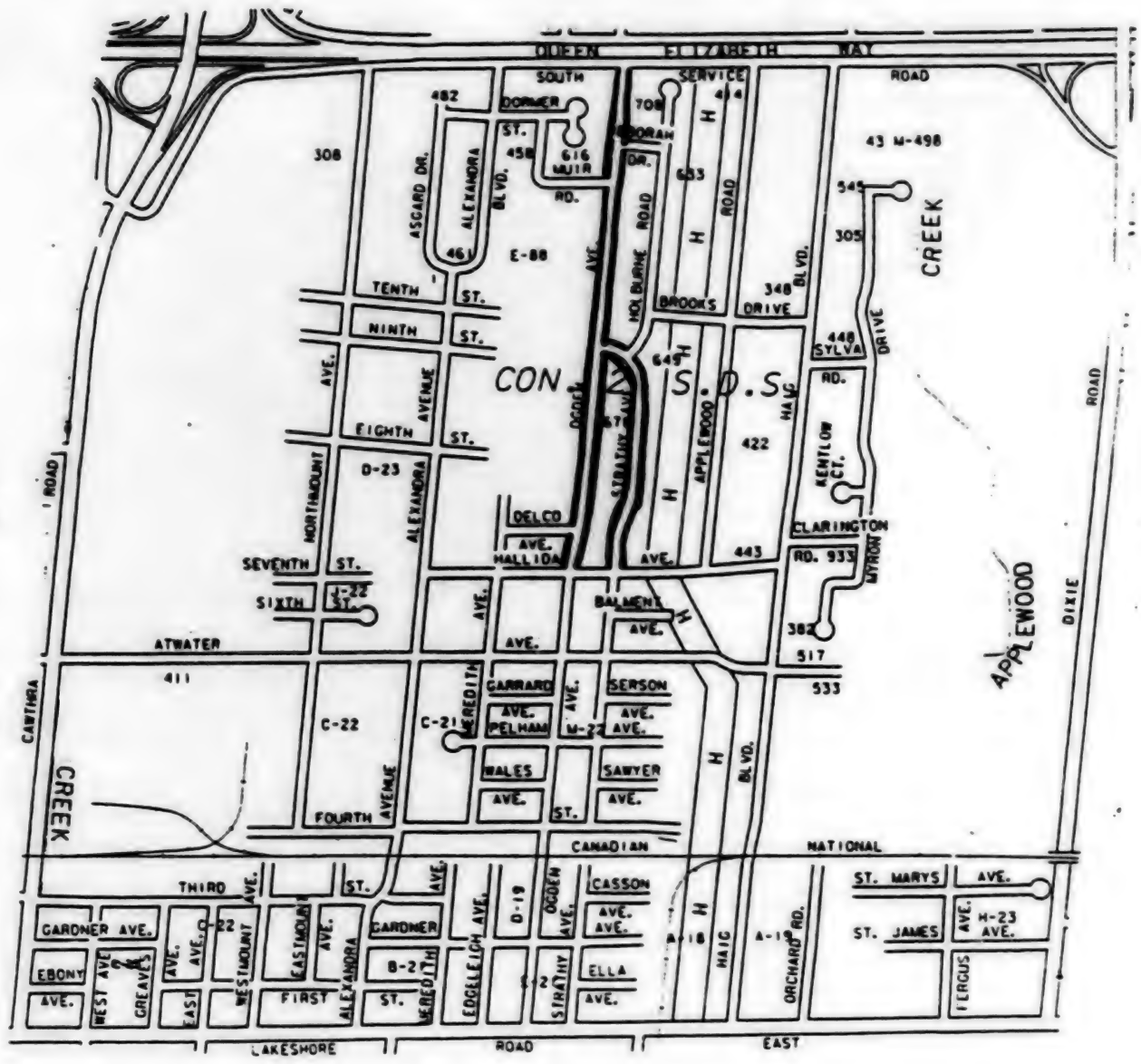


STREET	L. A.
LONDONDERRY BLVD	17
LARCHVIEW TRAIL	38
TOTAL	55

Z-5

Z-6

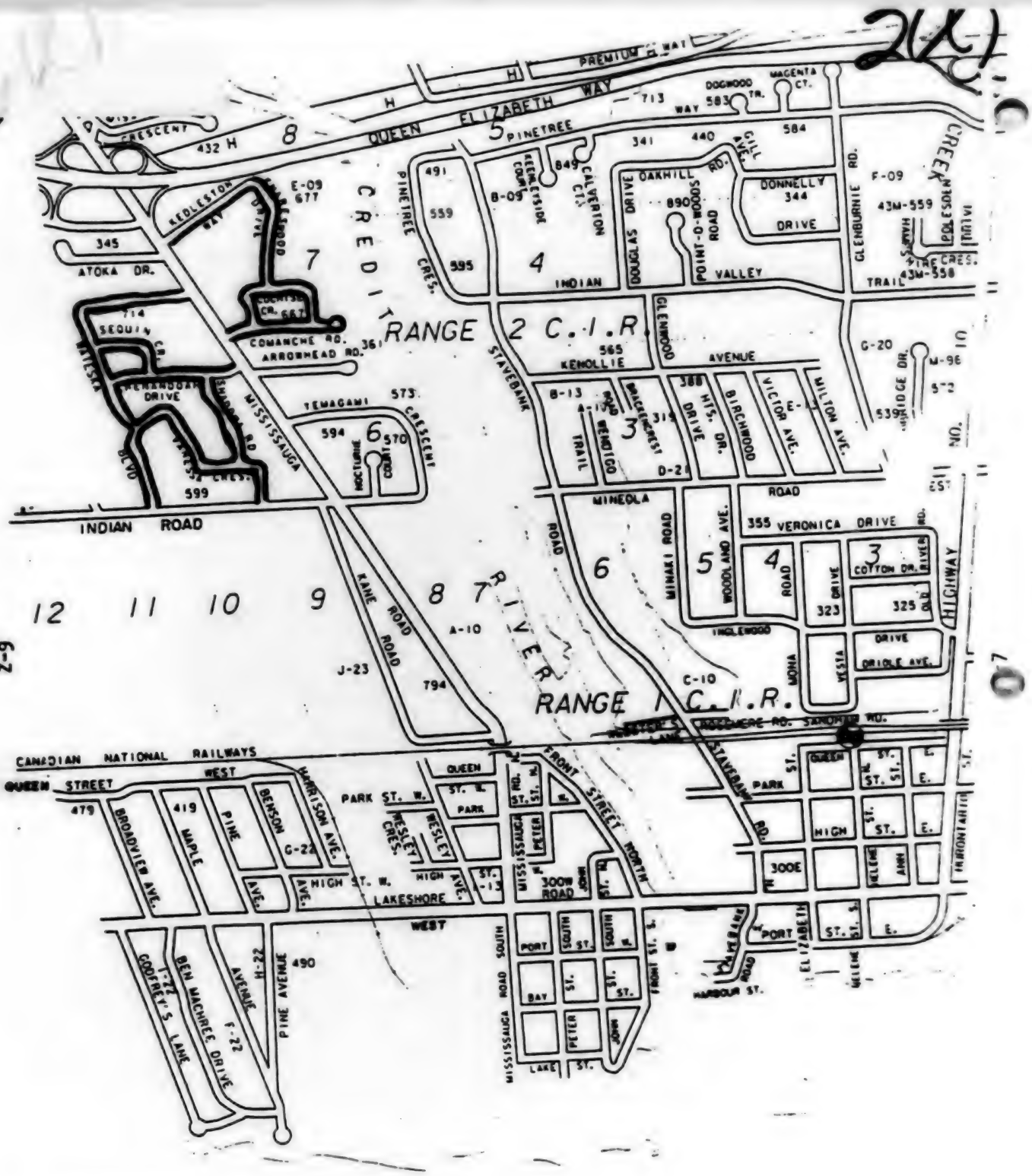
• 3(k)



Street Name	No. Ne
OGDEN AVE.	82
STRATH- AVE.	52
TOTAL	134

Z-1

Z-6



DRIVEWAYS - 161

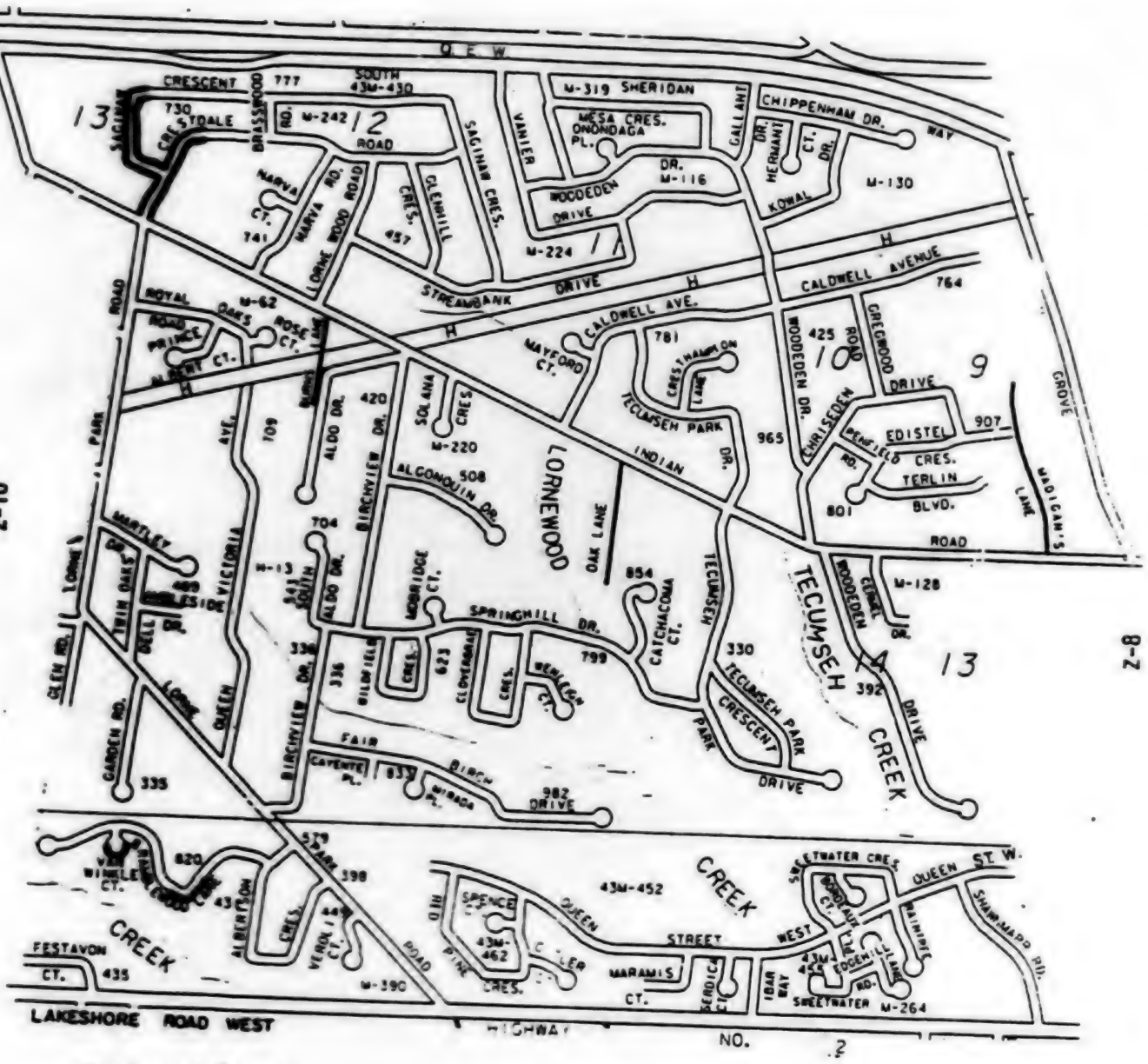
LAKE ONTARIO

Z-2

Z-8

3km

6km

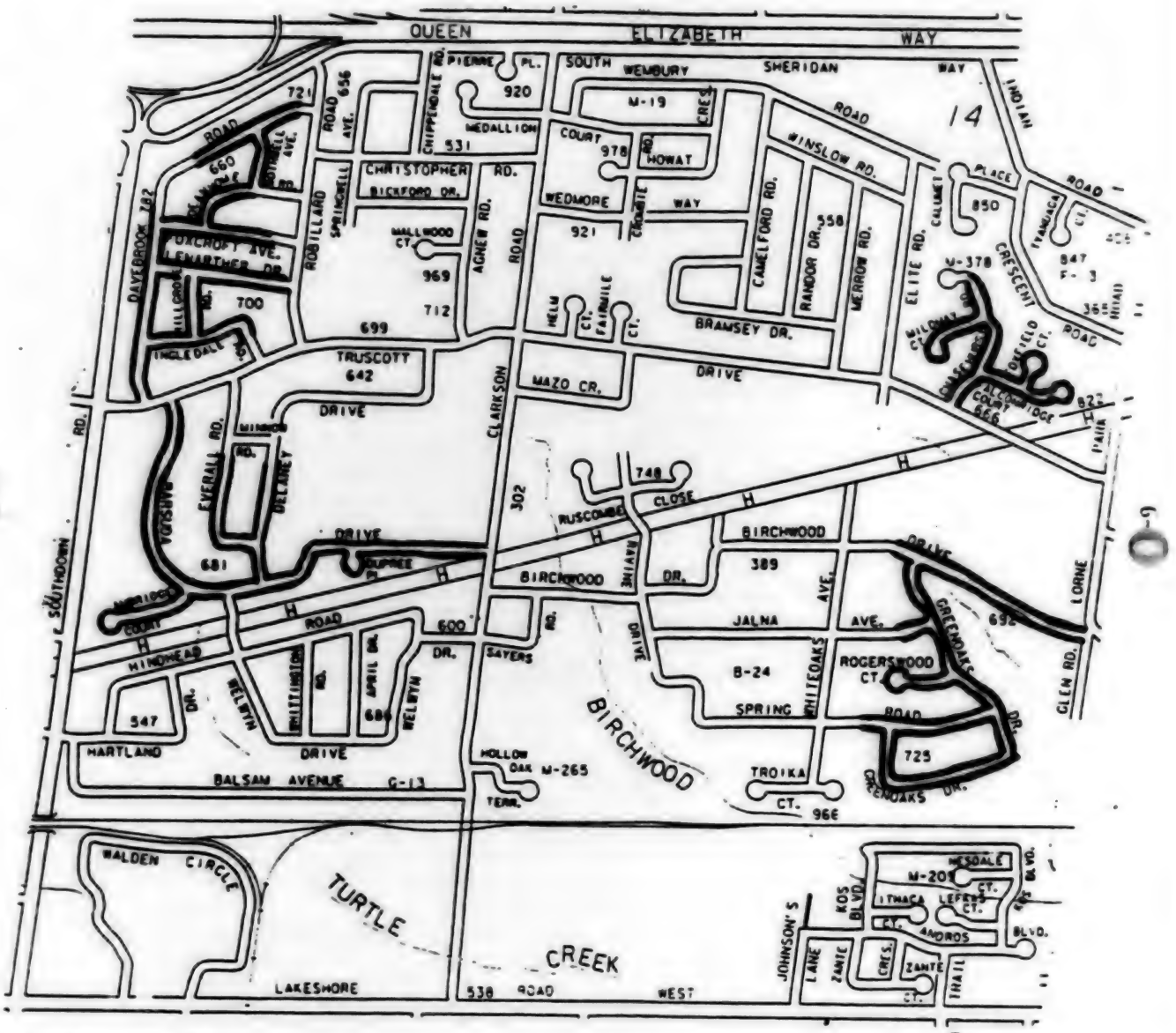


SAGINAW 16
CRESTDALE 12
VAN WINKLE CT 3
BUMBLEWOOD LANE 4

35

Z- 2

Z-9



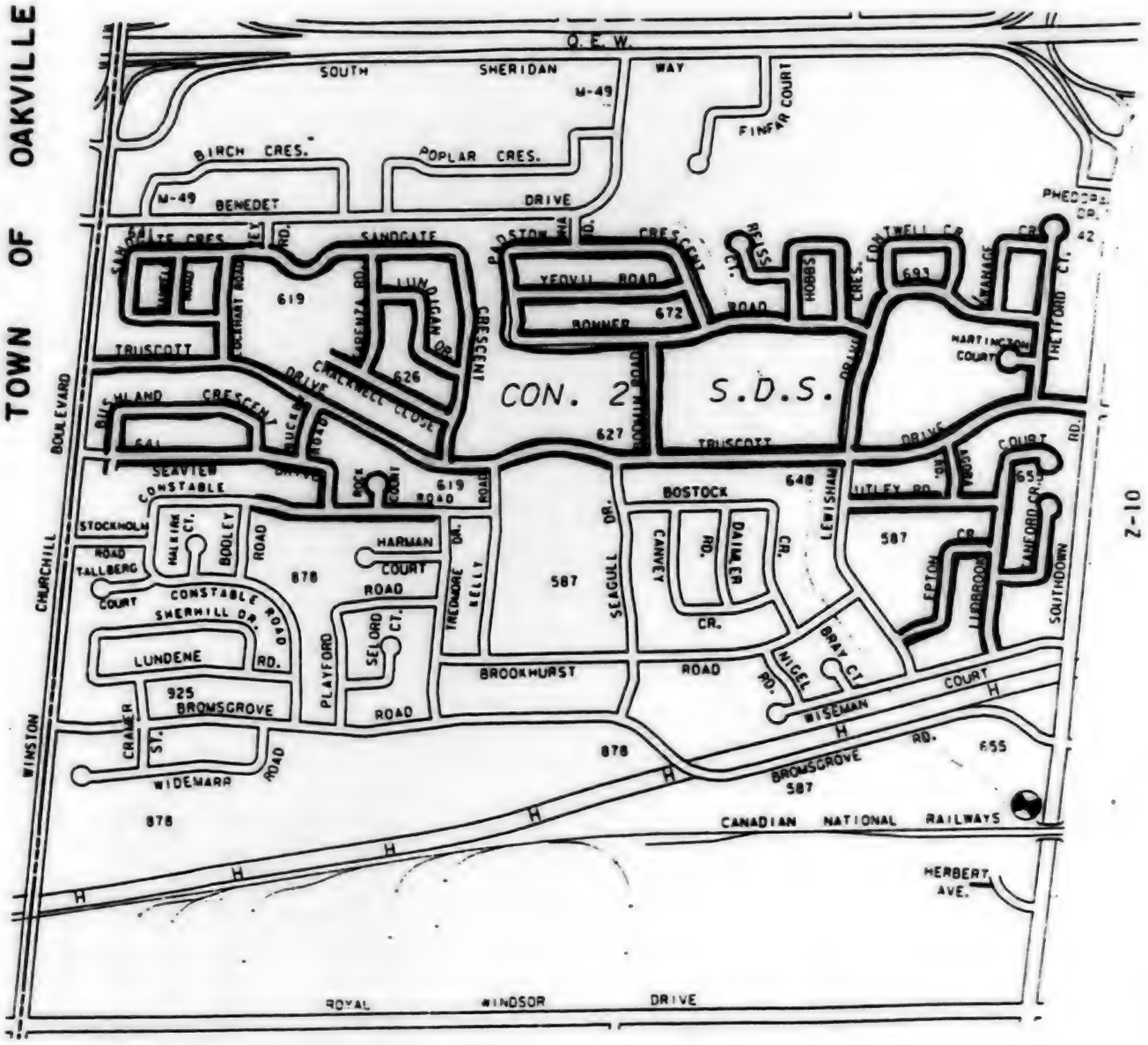
GREENOAKS	59	MILDMAY	12	BARMORA	68	DAVEBROOK	3
SPRING	15	CHASEHURST	15	EVERALL	24	INGLEDALE	3
ROGERSWOOD	11	FOXFIELD	7	DELANEY	30	HILLCROVE	
JALNA	6	FALCONRIDGE	11	RAMBLING CT.	16	LENARTHER	3
BIRCHWOOD	28			WELWYN	2	DEARHOLME	
				DUPREE	7	BOTHWELL	2
						FOXCROFT	

458

2(01)

6(01)

TOWN OF OAKVILLE



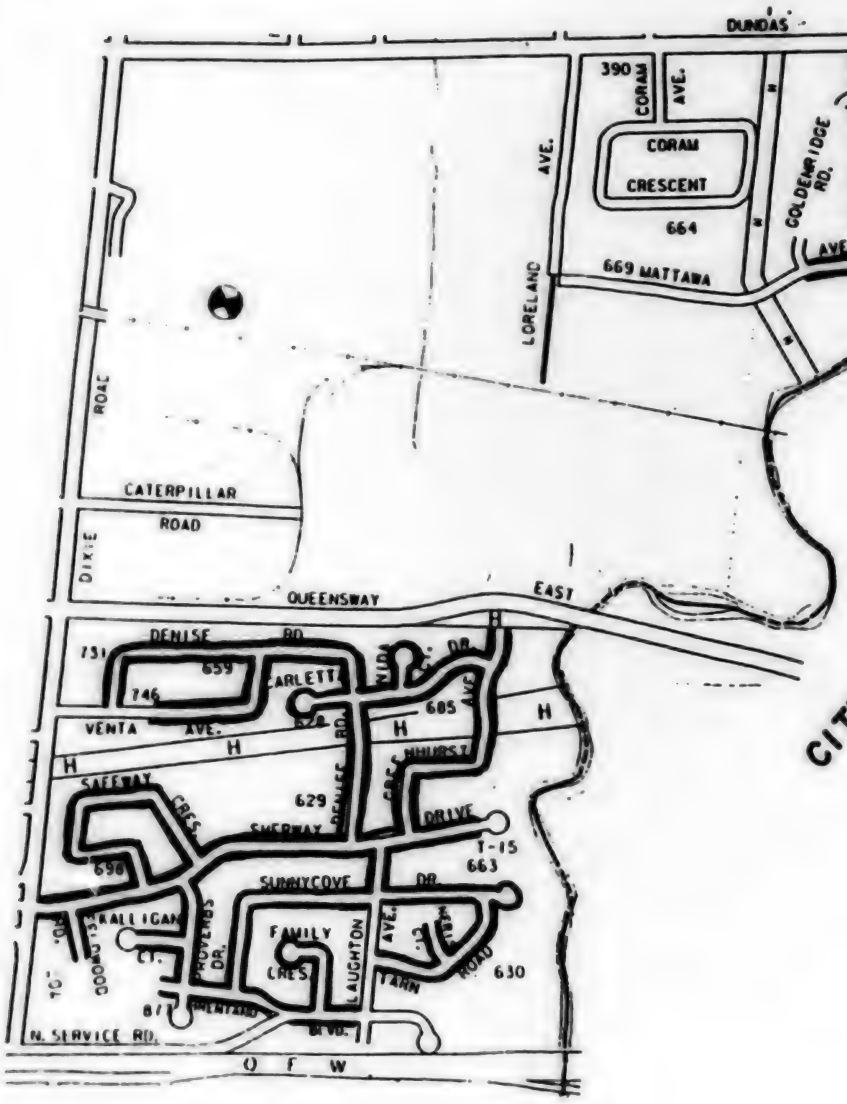
Z-10

Z-4

Z-11

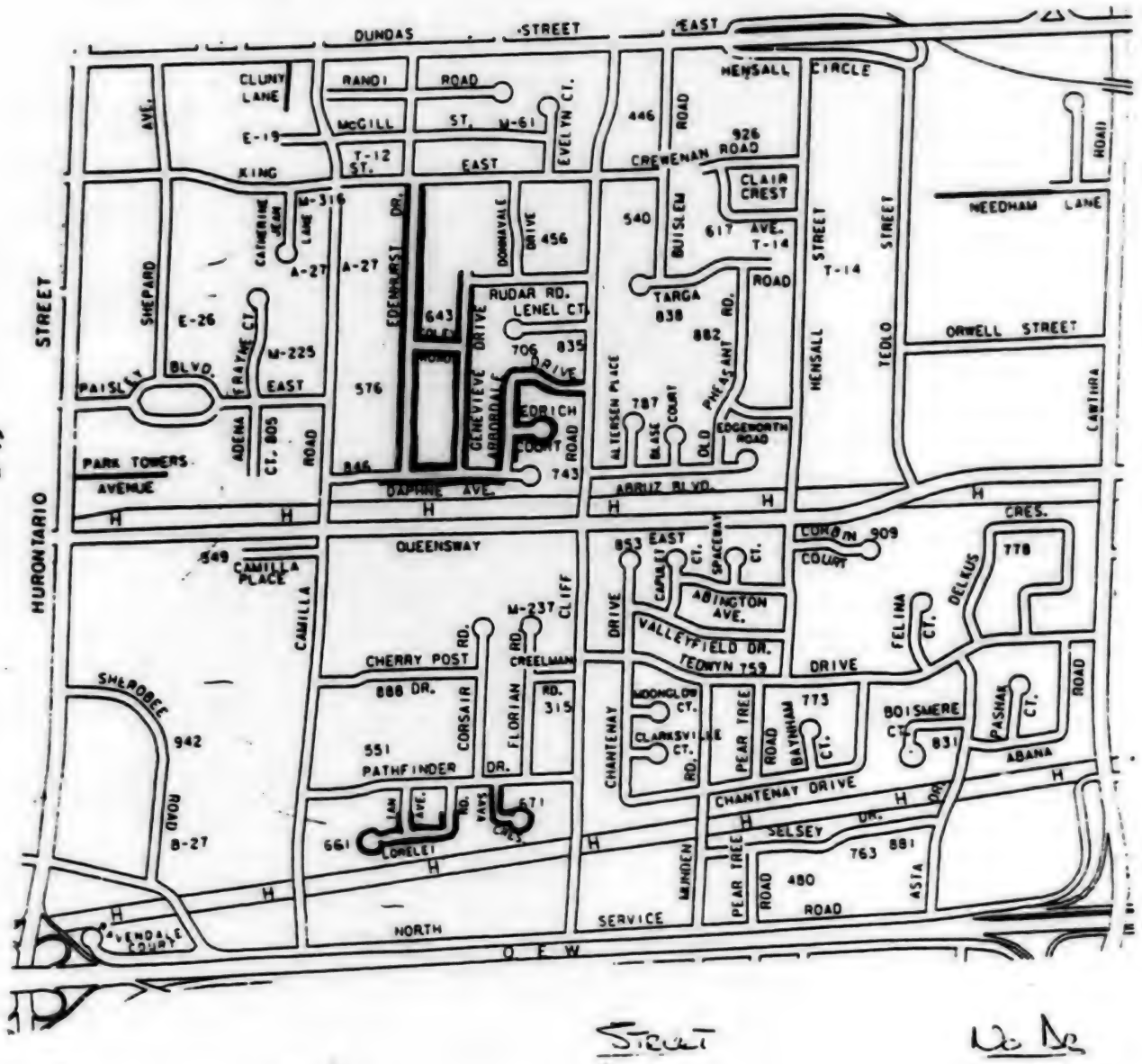
Total No. of Railways.
1253.

MATTAWA, WHARTON GLEN & WHARTON WAY
Z-19
HAVE ROLL TYPE CURB BUT HAVE
DEPRESSED DRIVEWAY ENTRANCES.
TOTAL DR. 51



CITY OF ETOBICOKE

STREET	No.
FELLOWES	10
SHERWAY	6
GREENHURST	4
CARLETTA	3
NIDA	7
VENTA	2
DENISE	8
SAFEWAY	5
PROVERBS	1
KALLIGAN	9
BRENTANO	1
FAMILY CRES.	2
TARN	21
SUNNYCOVE	7
MERLE	
LAUGHTON	



STREET	NO DR
FOUR	6
DON HEIGHTS	58
HENSALL CIRCLE	2
SAVA	1
[illegible]	[illegible]

STREET	NO DR
LORELEI	20
IAN	2
DAPHNE	14
ABERDALE	25
EDRICH	7
TOTAL	180

Z-15

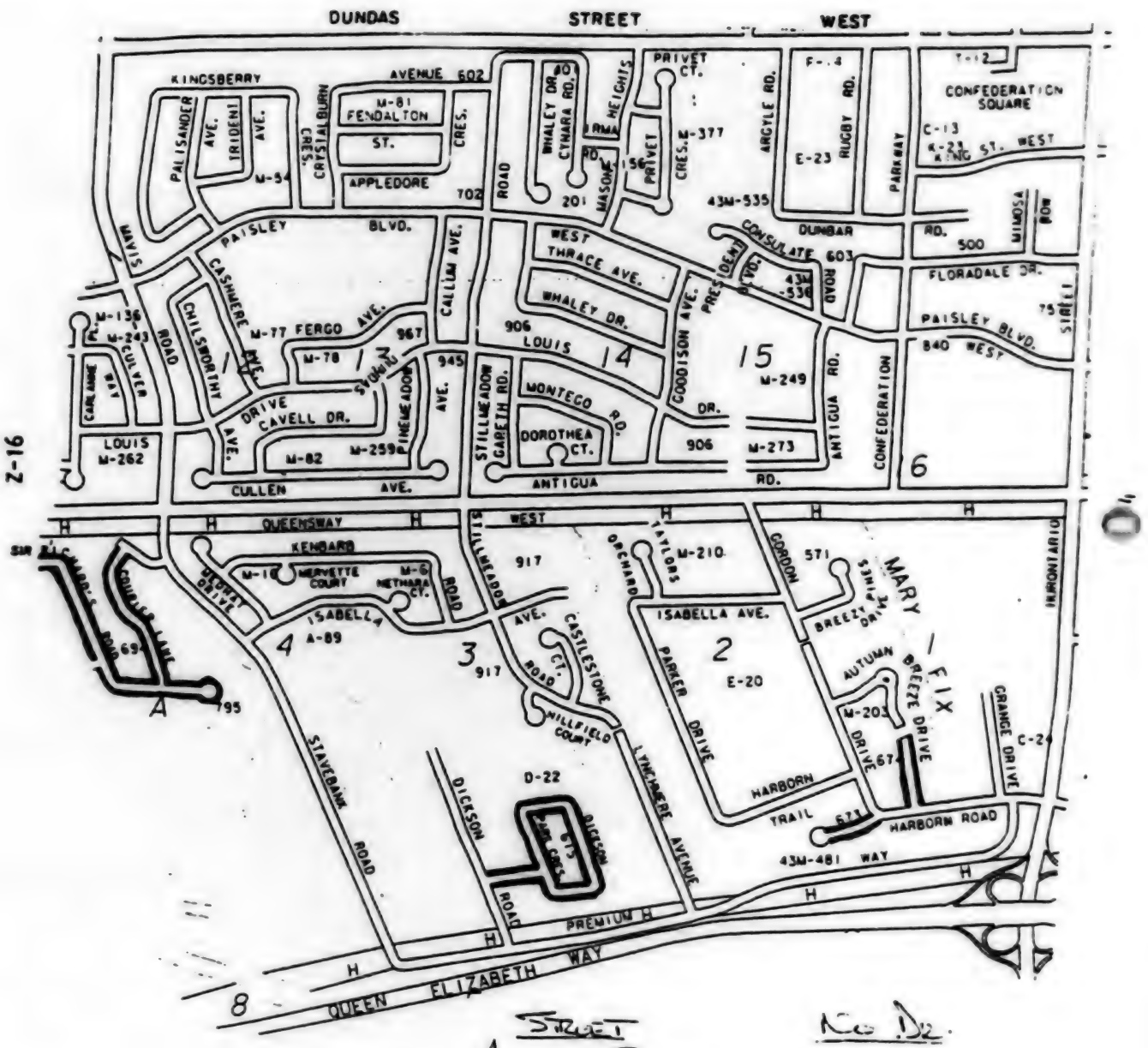
Z-7

Z-14

Z-13

6(2)

2(2)

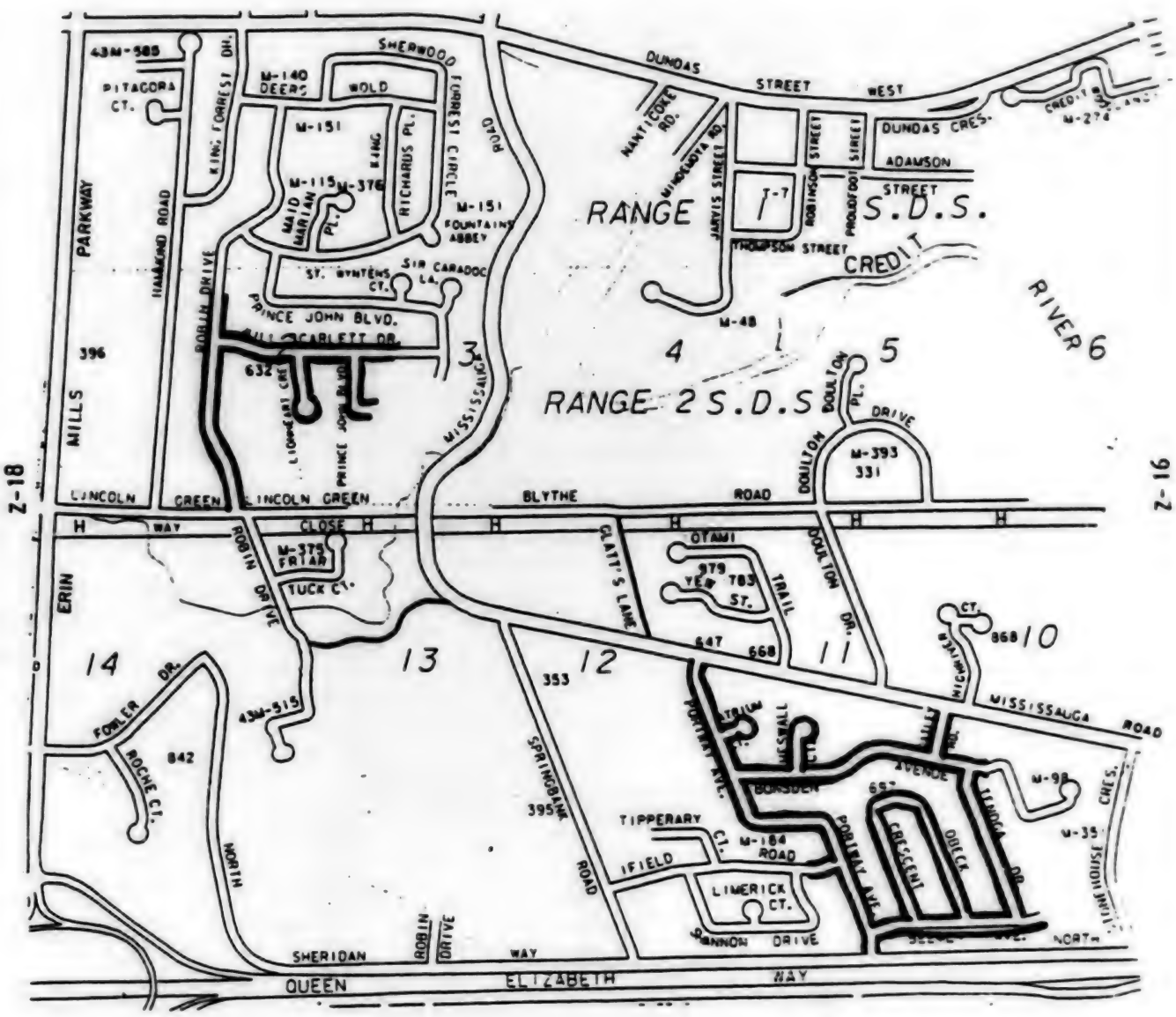


Street	No. D2.
Autumn Breeze	7
Harborn Rd.	7
Dickson Park Cres.	835
Corriger Lane	20
Sir Richard's Rd.	4
Pine Meadow Lane	2
Total	111

Z-15

.35

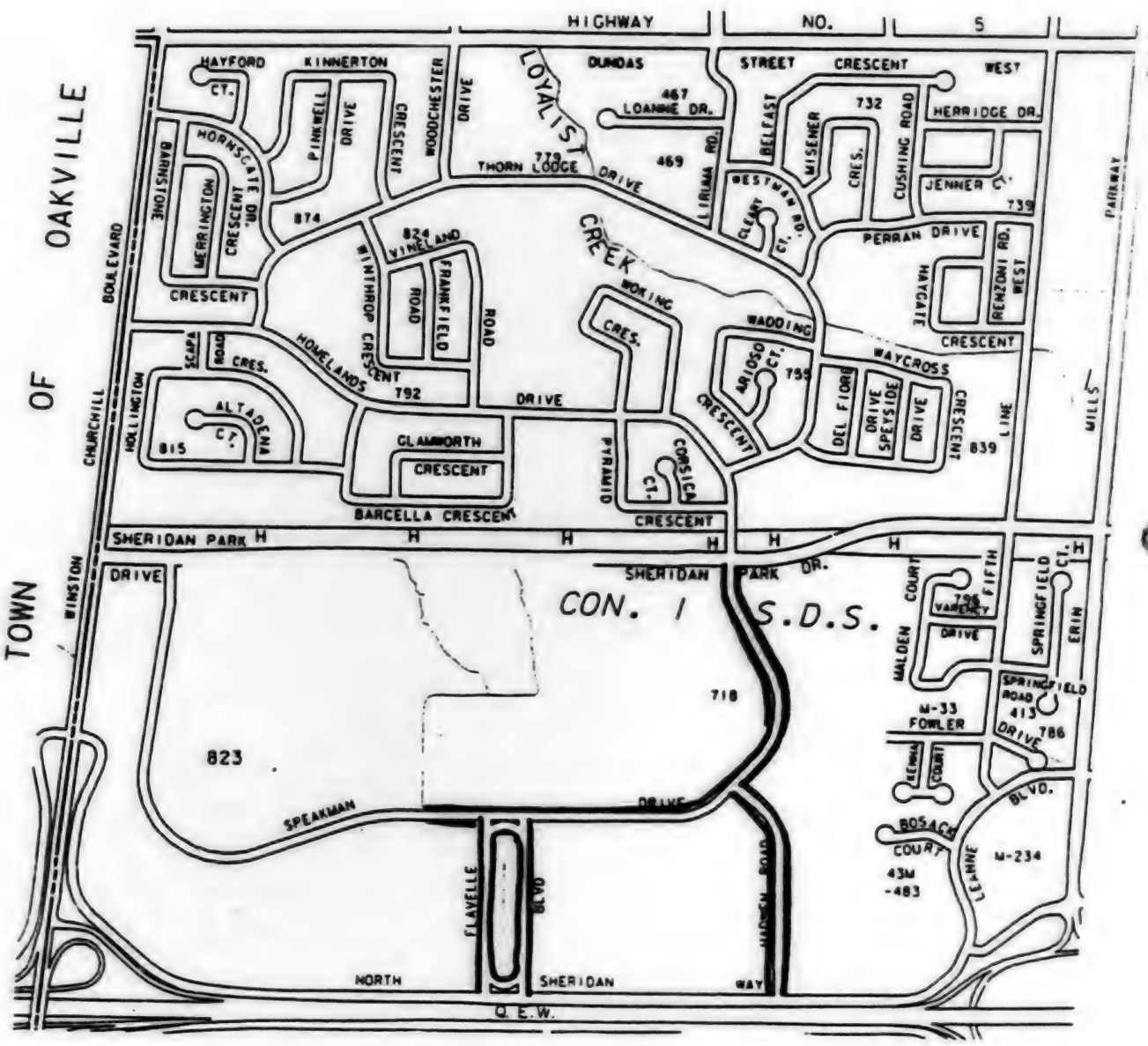
64



TOTAL No. OF DRIVEWAYS
226.

Z- 10

Z-17



TOTAL No of Boundarys

24

H

City of Mississauga

MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00015

2

To: Chairman and Members of
Operations and Works Committee.

From: William P. Taylor, P.Eng.,
Engineering and Works Dept.

RECEIVED
REGISTRY No. 7711
DATE SEP 24 1986
FILE No. F.06.01
CLERK'S DEPARTMENT

September 23, 1986.

OCT 2 9 1986
OPERATIONS/WORKS

OCT 1 1986
OPERATIONS/WORKS

SUBJECT: Hedge - 2524 Mason Heights.

SOURCE: Council meeting of July 16, 1986.

COMMENTS: Council at its meeting of July 16, 1986 adopted the following recommendation:

> "That the following Traffic Safety Council recommendation of June 25, 1986, be referred to the Operations and Works Committee meeting scheduled for August 11, 1986:
>
> That no further action be taken with respect to the hedge adjacent to 2524 Mason Heights and that Mr. S. Dwyer be so advised."

The Department was requested to set up an on-site meeting with Mr. Dwyer, Mr. D. Hancock a representative of the Traffic Safety Council and staff from the City's Traffic Section.

The site meeting was held on August 22, 1986 and was attended by the following people:

Mr. & Mrs. Dwyer	-	2524 Mason Heights
Mr. D. Hancock	-	representative of Mr. Dwyer
Mr. A. Wood	-	Traffic Safety Council
Mr. J. Thomas	-	Traffic and Transportation Engineer
Mr. S. Barrett	-	Traffic Section

At the site meeting a number of issues were reviewed with respect to the location of the hedge, the available sight distance and the driveway grades. During the site meeting Mr. Hancock requested that we review a proposal he had put in a sketch submitted to the City with respect to relocating the hedge. The delay in this report to Operations and Works Committee was the result of Mr. Thomas attempting to obtain clarification from Mr. Hancock. We have had an opportunity to recently discuss the sketch (see attached copy) with Mr. Hancock.

.../2

4(a)

2(a)

Mr. Hancock's Proposal:

With reference to the attached sketch, Mr. Hancock is suggesting that the hedge be trimmed approximately 14 feet (4.25 m) along each side and to relocate the hedge to form a 'daylighting triangle'of approximately 6 - 7 feet (1.8 m - 2.1 m).

Mr. Hancock, in support of his request, suggested that Mr. Dwyer's neighbour would, by virtue of the hedge being located 1 - 2 feet (.3 m - .6 m) on the Mason Heights right-of-way, be able to claim the right-of-way as his property. Also, Mr. Hancock indicated that the City made an error in permitting such a steep driveway which Mr. Hancock estimated at 5%.

The site meeting ended with the agreement that we would obtain Mr. Hancock's sketch and review. This has been done and we have the following comments:

1. The neighbours hedge has been trimmed to approximately 4 feet (1.2 m) and has been kept trimmed. As indicated in a previous report, the neighbour has been cooperative in this regard.

2. The hedge is located between 1 - 2 feet (.3 m - .6 m) on the right-of-way. However, we do not see this as a serious problem and the relocation of the entire hedge to the property line would not significantly increase available sight lines. Also, the resident would not be able to lay claim to the right-of-way by virtue of the location of his hedge.

3. The driveway at 5%, while steeper than a number of driveways, is still less than the maximum permitted driveway grade of 10%.

4. The suggested 'daylighting triangle' would, in our opinion, be of limited benefit although it would gain approximately 6 - 7 feet (1.8 m - 2.1 m) more sight distance along the sidewalk. We would point out that the City has no power to force Mr. Dwyer's neighbour into relocating his hedge to provide Mr. Dwyer with a daylighting triangle. This is, in our opinion, strictly a private matter.

The situation that Mr. Dwyer is concerned about is, in our opinion, similar to almost any driveway in the City. In this case the "problem" is created by a hedge, a similar situation could, in our opinion, be created by other obstructions including vehicles parked in an adjacent driveway or even vehicles parked in the same driveway. These situations also create sight obstructions for vehicles driving out of private driveways.

.../3

2 (b)

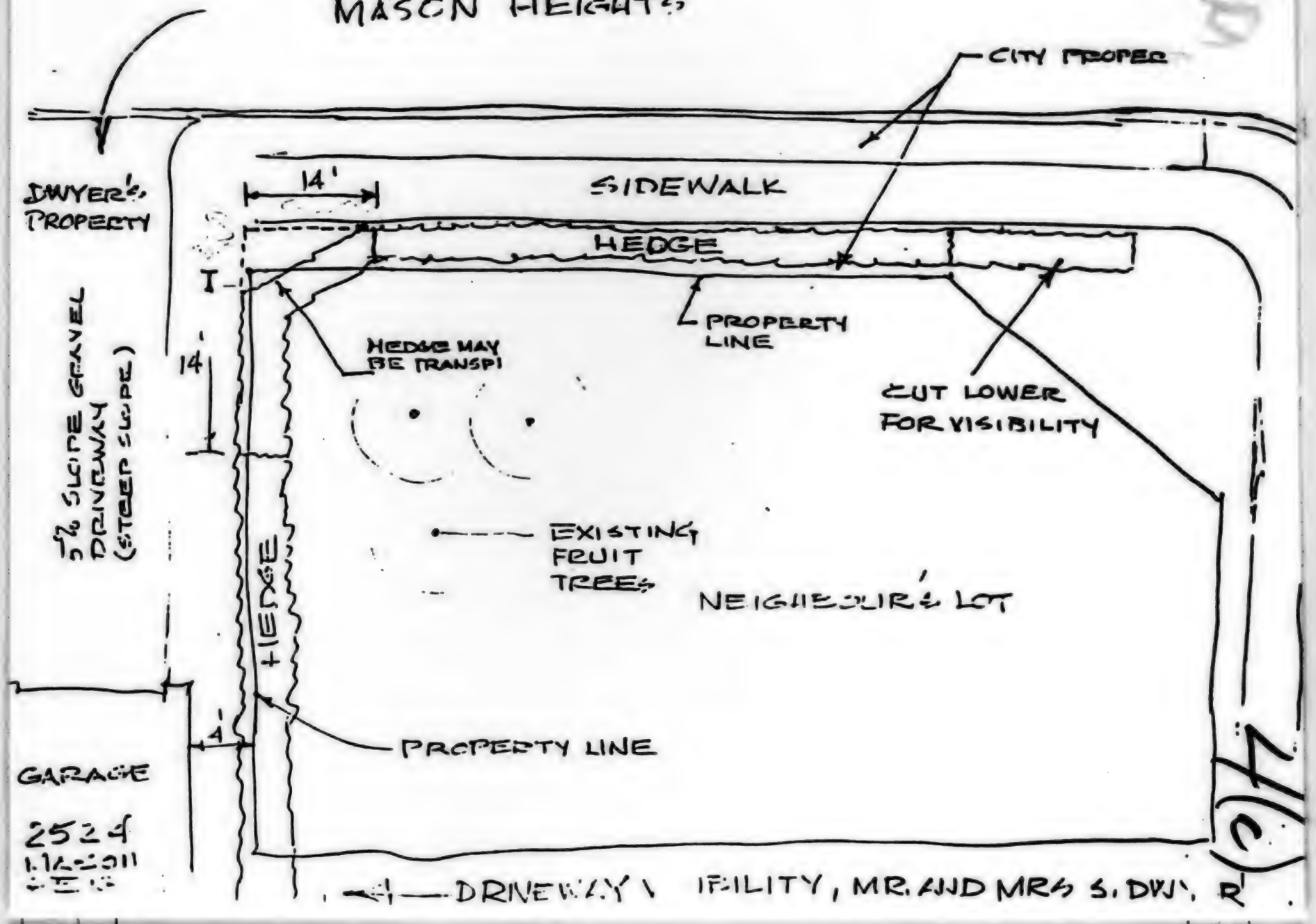
RECOMMENDATIONS: That the report dated September 23, 1986 from the Commissioner of Engineering and Works, be received.

2 (b)

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

JWT/dab
0487E

MASON HEIGHTS



5

MEMORANDUM

To: CHAIRMAN & MEMBERS OF THE OPERATIONS & WORKS COMMITTEE

Dept.

From: W.P. TAYLOR, COMMISSIONER ENGINEERING & WORKS
OLGA CARMEN, DIRECTOR, PUBLIC AFFAIRS

Dept.

October 10, 1986

SUBJECT: 1986/1987 Snow Removal Campaign
(File F.05.03.02)

OPERATIONS/WORKS OCT 2 9 1986

ORIGIN: In response to a public inquiry, Council adopted a recommendation directing Public Affairs to develop a publicity campaign asking the residents of Mississauga to shovel the snow from the sidewalks surrounding their homes and businesses.

The Engineering & Works Department also requested Public Affairs to consider a communications vehicle that would outline to Mississauga residents the current level of street snow removal service.

In an effort to combine the complementary issues into one effective communications effort, Public Affairs has outlined a joint street and sidewalk snow removal campaign.

COMMENTS: To date, the City has cleared streets on a priority basis. Priority streets are major arteries, bus routes and routes leading to hospital zones.

RECEIVED
8458
DATE OCT 22 1986
F.05.03.02
ENGINEERING DEPARTMENT

Similarly, sidewalks along such routes are also plowed on a priority basis. Without a by-law, residents are under no obligation to clear walkways if they do not live on a priority route. However, the City asks residents to clear the sidewalks in front of their homes as a courtesy.

Through the implementation of a snow removal campaign, the City will be able to:

1. Inform City of Mississauga residents and the business community of the level of snow removal service currently provided by the City;

2. Encourage residents in the City of Mississauga to clear sidewalks surrounding their properties after a snowstorm;

.../2

5(a)

3. Increase residents' awareness of the importance of removing snow and ice from public sidewalks surrounding their properties within a reasonable time after a snowfall and of keeping public sidewalks clear at all times;

4. Inform senior citizens and physically-disabled persons about the $65/year subsidy from the City for snow removal service.

The snow removal campaign will consist of the following elements:

1. A two-colour map centre spread in the new City of Mississauga section of the Mississauga news;

2. Supporting text/article for the map explaining the level of service and providing winter safety tips;

3. Cartoon (similar to those that appear in Network) serving as a lighthearted message requesting resident support in clearing sidewalks. Suggested caption:

KEEP MISSISSAUGA ON ITS FEET —
CLEAR YOUR SNOW AND SLEET

The elements of the snow removal campaign will convey the following messages:

1. Heavily travelled access roads, bus routes, major arteries to hospital zones and to senior citizens homes are currently cleared on a priority bases;

2. Sidewalks on priority routes are also cleared by the City;

3. Residents who do not live on priority routes are asked to help keep public sidewalks free of snow and ice to ensure the safety of pedestrians, particularly those who are aged or disabled;

4. Keeping public sidewalks free of snow and ice is thoughtful and considerate;

5. Senior citizens and physically-disabled persons are entitled to a $65/year subsidy for snow and ice-clearing services. Applications are available through the Treasury Department. Although the City is not able to provide staff or persons to remove snow and ice, it will refer inquiries to other sources.

.../3

5(h)

The primary audiences for the campaign are City of Mississauga residents and members of the business community who will find this information useful for traveling to and from work and necessary for access to emergency services immediately following a snow fall. Property maintenance companies and personnel are a secondary audience as they provide valuable snow clearing services of private walks and driveways.

A budget has been set aside for the production of a snow removal publication and will be used to promote the snow removal campaign in the following manner:

TV — Introduce program with message on Mayor's Cable 10 television program and other applicable Cable 10 programs.

Radio — Place public service messages on CJMR (1190 AM) following snowfalls to remind residents to clear walkways for their neighbours.

Print — Produce map of Mississauga outlining priority routes in the City page of the Mississauga News.

Arrange an overprint of the supplement to have quantities available to mail out in response to public inquiries and internal requests.

Place reminder ads/articles on City Page of the Mississauga News throughout the winter as needed.

Print cartoon encouraging residents to clear their walkways if they do not live on a priority sidewalk route .

All elements of the snow removal campaign will be complete for placement in the first City page of the Mississauga News scheduled the first week of November. Also, additional elements such as the section over-print will be completed before the end of November in anticipation of early snowstorms (A detailed production schedule is available).

RECOMMENDATIONS: The Commissioner of Engineering & Works and Director of Public Affairs recommend that Council approve the implementation of the Snow Removal Campaign as outlined in this report.

Olga Carmen, Director,
Public Affairs

W.P. Taylor,
Commissioner,
Engineering & Works

MEMORANDUM

6

To Chairman and Members of — From W. P. Taylor, P. Eng.

Dept. Operations and Works Committee — Dept. Engineering and Works

October 22, 1986

File: 11 141 00045
12 111 00031

OPERATIONS/WORKS OCT 29 1986

SUBJECT: Flooding Complaints During the Summer of 1986

SOURCE: Engineering and Works Department

COMMENTS: The City received sixty flooding complaints through July, August and September 1986. Twenty-five claims for damages have been received by the City with respect to these complaints. Most of the claims are in the form of intention to claim and do not specify actual damages.

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OCT 22 1986
F.03.03
F.05-86030

The following is a summary of the number of complaints by date of occurrence and watershed:

Date	Drainage Area	No. of Complaints	No. of Claims or Intention to Claim
Aug.8/86	Cawthra Creek	39	13
Aug.8/86	Applewood Creek	5	1
Aug.8/86	Serson Creek	1	0
Aug.27/86	Mimico Creek	10	9
July 7 & Sept.10/86	Little Etobicoke Creek	1	0
Sept.29/86	Credit River	1	1
Various times throughout Summer	Etobicoke Creek	2	0
	Cooksville Creek	1	1

In addition, a number of scattered nuisance surface floodings and bank erosion incidents were reported during the summer period and are being dealt with separately.

.....2

6(a)

With regard to the floodings experienced, the drainage system problems found appear generally related to a number of probable causes such as debris plugging grates, infiltration, existing storm sewer system capacity being exceeded and past system design standards.

This report will deal with the major problems encountered during this summer's frequent rain storms, and a future report will deal with some of the lesser problems.

Little Etobicoke Creek

The Little Etobicoke Creek had two areas where the creek overtopped its banks and these were in the vicinity of The Brick Furniture Warehouse north of Dundas Street and the Tyndall Nursing Home south of Eglinton Avenue.

The Tyndall Nursing Home problem has been caused by private owners downstream filling in the Little Etobicoke Creek within the floodplain. In addition, the owner of the nursing home has expressed concern about the work done on the watermain by the Ministry of the Environment subsequent to the nursing home being constructed and increased flow due to development. The nursing home also has to realize that from Day 1 the bulk of their lands with the exception of their building has been within the floodplain and they deeded an easement to the City so that the Little Etobicoke Creek could run through their property.

With respect to The Brick Warehouse, their occupancy permit indicated that they must floodproof the doors of The Brick as the building was in the floodplain of the Little Etobicoke Creek. In fact, all of that Dundas/Dixie area is within the spill zone of the Little Etobicoke Creek including the new Canadian Tire store which had to floodproof its doors.

The problems in the vicinity of Tyndall Nursing Home will be resolved when the City acquires the right-of-way for the Little Etobicoke Creek on the Tyndall Nursing Home property and south to Highway 403 in conjunction with the M.T.R.C.A. This land acquisition should be at minimal cost to the City and the M.T.R.C.A. as it is necessary in order to allow the adjacent lands to develop. The City will then construct a storm drainage channel from Eglinton Avenue southerly of a capacity to handle a Regional storm.

.....3

6(c)

Cawthra Creek

The floodings on the Cawthra Creek involve St. Dominic's Church at Atwater Avenue and Cawthra Road and basement flooding from Arbor Road to north of The Queensway. Some flooding has been recurrent, especially in the Pear Tree Road area, and it is felt that this can be resolved by improving the storm inlet and outlet system to Cawthra Creek including an overland flow route in the vicinity of the church and by storm sewer improvements for the houses north of the Q.E.W. The cost of these improvements should be included in the 1987 Capital Budget.

Applewood Creek

The flooding related to the Applewood Creek storm sewer system involves the connection of floor drains from homes to the storm sewer system. This problem can be resolved by re-routing the sanitary and storm house services after further investigation.

Mimico Creek

The basement floodings in the Mimico Creek area, which involve Hull Street and Princess Street in the Malton area, are under review and a solution to that problem has not as yet been determined. It should be noted that after initial investigations the flooding appears to be due to the sanitary sewer system.

Cooksville Creek

There are two houses on Voltarie Crescent which have a continuing story of basement flooding. To solve this problem it may be necessary to provide a new outlet from the houses to the sewer system and/or improve the sewer system. This work must be carried out in 1987 in conjunction with the C.V.C.A. channelization of the Cooksville Creek.

RECOMMENDATION: That the storm drainage problems outlined in the report from the Commissioner of Engineering and Works dated October 22, 1986 be referred to the 1987 Capital Budget for consideration and that the Commissioner be authorized to work with the M.T.R.C.A. and the C.V.C.A. with respect to problems on the Etobicoke Creek, the Cawthra Creek and the Cooksville Creek.

William P. Taylor, P. Eng.
Commissioner of Engineering and Works

0333E/0042E

MEMORANDUM

FILES: 17 111 85186
11 141 00045

To Chairman and Members of
Dept. Operations & Works Committee

From W. P. Taylor
Dept. Engineering and Works

RECEIVED
REGISTRY No. 8352
DATE OCT 17 1986
FILE No. T-05-86033
CLERK'S DEPARTMENT OPERATIONS/WORKS OCT 29 1986

October 14, 1986.

SUBJECT: Fowler Lane Drainage Improvement

ORIGIN: Engineering Department
1986 Capital Works Programme

COMMENTS: The Fowler Lane Drainage improvements were addressed and approved in the 1986 Capital budget and funding for the reditching scheme was estimated to be $50,000.00 in 1986 dollars. During the design phase of the work, a more intensive investigation of the problem was made and it was found that ditches on Fowler Lane are unable to resolve and accommodate the large flows from the research vacant lands to the west.

The solution to the problem lies in the construction of a storm sewer on Fowler Lane outletting to an existing storm system at Fifth Line and terminating in a catch basin manhole to pick up the large overland flow from the undeveloped lands to the west.

The proposed storm sewer is sized to accommodate the Fowler Lane drainage shed as well as the vacant lands to the west under full development at some future time with the associated gross costs to be $100,000.00.

Revised budget for the Fowler Lane Storm Sewer	$100,000.00
Funds provided in the 1986 budget	50,000.00
Additional funds required	$50,000.00

... 2 ...

'1(a)

RECOMMENDATIONS:

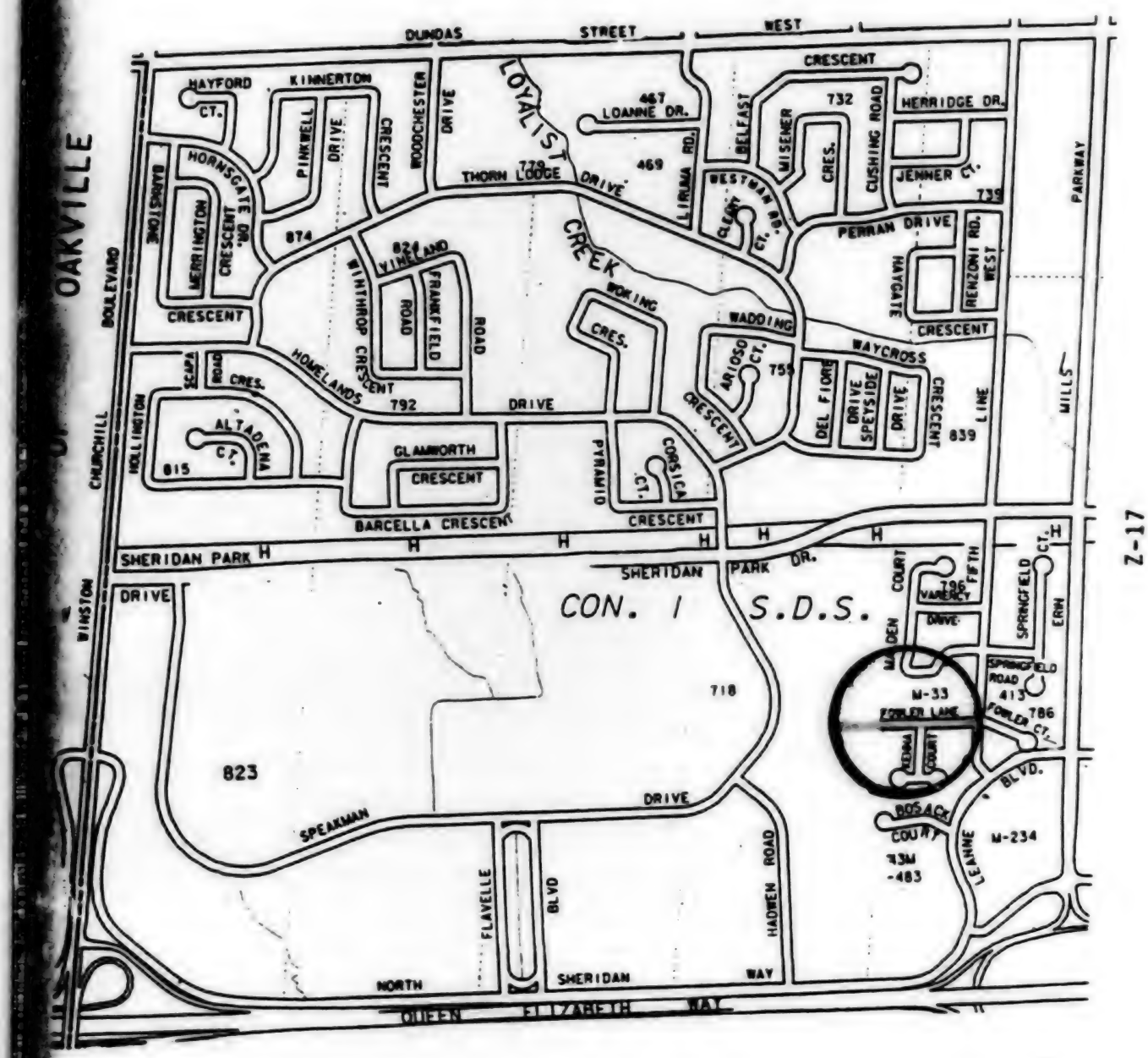
1. That the 1986 Capital Budget for the Fowler Lane drainage scheme be revised from $50,000.00 to $100,000.00.

2. That the additional $50,000.00 required to facilitate the storm sewer on Fowler Lane be allocated from the capital contingency within the capital reserve fund and the necessary by-law be enacted to authorize the transfer of these funds.

LGT/edm
0347E/27E

W. P. Taylor, P. Eng.
Commissioner
Engineering and Works

c.c. B. Boyce - Finance
A. Gyongyossy - Treasury
D. Scoccia


DUNDAS STREET WEST
OAKVILLE
HAYFORD CT.
KINNERTON CRESCENT
PINKWELL DRIVE
WOODCHESTER DRIVE
LOYALIST CREEK
LOANNE DR.
467
469
779
THORN LODGE DRIVE
LIRIMA RD.
BELFAST CRESCENT
WISENER CRES.
732
CUSHING ROAD
HERRIDGE DR.
JENNER CT.
739
BESTWAN RD. CLERY CT.
PERRAN DRIVE
HAYGATE
RENZONI RD. WEST
CRESCENT
PARKWAY
BARNSTONE
HORNSCASTLE CRESCENT
MERRINGTON
874
824
VINELAND ROAD
FRANKFIELD ROAD
WINTHROP CRESCENT
WOKING CRES.
WADDING
WAYCROSS
ARIOSO CT.
755
DEL FIORE DRIVE
SPEYSIDE DRIVE
CRESCENT
839
LINE
MILLS
CHURCHILL BOULEVARD
HOLLINGTON
SCAPA ROAD
CRES.
HOMELANDS
792
DRIVE
ALTADENA CT.
815
GLAMORTH CRESCENT
PARMANO
CORSICA CT.
CRESCENT
BARCELLA CRESCENT
SHERIDAN PARK
SHERIDAN PARK DR.
CON. 1 S.D.S.
DRIVE
718
823
SPEAKMAN DRIVE
FLAVELLE BLVD
HADWEN ROAD
NORTH SHERIDAN WAY
QUEEN ELIZABETH WAY
MADEN COURT
796
VANESSY FIFTH DRIVE
SPRINGFIELD ROAD
413
SPRINGFIELD CT.
ERIN
M-33
FOWLER LANE
FOWLER CT.
786
KEDMA COURT
BOSACK COURT
M-234
LEANNE BLVD.
483

Z-17

Z-11

Z-18

MEMORANDUM

File Ref. 16 111 84227
11 141 00011

8

To Chairman

From William P. Taylor, P. Eng.

Dept. Operations & Works Committee

Dept. Engineering and Works

October 16, 1986

OPERATIONS/WORKS OCT 2 9 1986

SUBJECT: Extension of municipal servicing completion dates for Grumbletonian Construction Limited, CA "B" 4-8/84-M, located north of Dundas Street and west of the Credit Woodlands (sketch attached).

ORIGIN: Servicing Agreement dated January 14, 1985, between Grumbletonian Investments Ltd. (1 Eva Road, Suite 412, Etobicoke, Ontario M9C 4A5), the City of Mississauga and the Region of Peel.

COMMENTS: In accordance with the requirements of Schedule "F" the Servicing Agreement for the subject development (servicing for 6 residential lots on Balleyclare Drive and Dundas Crescent) the municipal servicing completion dates are:

(a) Underground services on or before June 30, 1986

(b) Asphalt, boulevard sodding and reditching on or before August, 1986

8464

OCT 29 1986

B.07.84004

As Grumbletonian Investments have decided not to proceed with this development in 1986, they have requested approval to extend the servicing completion dates noted above for one year. Town Planning Consultants Inc., Consulting Engineers for the developer have submitted documentation indicating that the estimated cost of the servicing works in accordance with Schedule "D" of the Agreement would increase by the amount of $10,238.41, as a result of this extension.

Provided that the developer arranges to have the Letter of Credit securing the servicing works increased from the present value of $78,494.52 to $88,732.93 this Department would have no objection to the requested extension.

..... /2

8(a)1

RECOMMENDATIONS:

1. That notwithstanding the requirements of the Servicing Agreement for Grumbletonian Investments Limited, CA "B" 4-8/84-M, located north of Dundas Street West and west of The Credit Woodlands, the developer be advised that their request for a one year extension to the municipal servicing with Schedule "F" of the Agreement, be approved.

2. That as a condition of the approval of the extension of the servicing completion dates per Recommendation 1 above, the developer be required to increase the value of the Letter of Credit securing the servicing works from the present value of $78,494.52 to $88,732.93 and that Schedule "D" of the Servicing Agreement be so revised to reflect the increased servicing costs.

William P. Taylor, P. Eng.
Commissioner
Engineering and Works

/ls
D52SE/57/58

Encl.

cc: A.E. McDonald
B.E. Swedak
M.W. Boyd
W.J. Richmond
D. Waters
W.H. Munden
P. Marchiori

KEY MAP

SCALE 1:12000

GRUMBLETONIAN INV. LTD.
CA'B' 4-8/84-M

4

MEMORANDUM

FILES: 16 111 79103
11 141 00045

To Chairman and Members of
Dept. Operations & Works Committee

From W. P. Taylor
Dept. Engineering and Works

October 7, 1986

OPERATIONS/WORKS OCT 2 9 1986

SUBJECT: Extension of the municipal servicing completion dates for the top course of asphalt, sidewalks, curb top and boulevard sodding on Redpine Crescent and Queen Street West in the Bevark Subdivision, Plan 43M-462, located north of Lakeshore Road and east of Lorne Park Road (sketch enclosed).

ORIGIN: Servicing Agreement dated May 25, 1982, formerly Bevark Holdings Limited, now Willesden Realty Limited (Suite 103, 5740 Yonge Street, Willowdale, Ontario, M2M 3T4) the City of Mississauga and the Regional Municipality of Peel.

COMMENTS: In accordance with the terms of Schedule 'F-1' of the Servicing Agreement for Plan 43M-462, the developer is required to complete the top course asphalt, sidewalks, curb and boulevard sodding, on or before October 31, 1986. The attached copy of a letter dated September 22, 1986, from Willesden Realty Limited outlines their request that these works be deferred.

8296
OCT 15 1986
B.06.462.03

Inasmuch as a substantial number of building lots on Redpine Crescent and Blocks 54, 64 and 65 on Queen Street are as yet undeveloped this Department concurs with their request and would recommend Council grant an extension to the servicing completion dates to September 30, 1987. We have, however, requested the developer complete the top course of asphalt on Spence Court as all of the building units on the street have been completed. The developer has concurred with this request.

We would also recommend that upon completion of the top course of asphalt on Spence Court no reduction to the Letter of Credit for these works be granted, as the estimated cost of same will offset the increased cost for the remaining aboveground works on Redpine Crescent and Queen Street, as a result of the one-year extension to the completion date.

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RECOMMENDATIONS:

1. That notwithstanding the requirements of Schedule 'F-1' of the Servicing Agreement for Bevark Subdivision, Plan 43M-462, located north of Lakeshore Road and east of Lorne Park Road, the developer be advised that the completion dates for top course asphalt, curbs, sidewalks and boulevard sodding on Redpine Crescent and Queen Street be extended to September 30, 1987.

2. That the developer be advised that top course of asphalt is to be placed on Spence Court prior to October 31, 1986.

3. That no reduction be granted to the developer's Letter of Credit upon the completion of the top course of asphalt on Spence Court as the estimated cost of this work will offset the increased costs for the completion of the aboveground works on Redpine Crescent and Queen Street as a result of the one-year extension to the completion date as per recommendation 1 above.

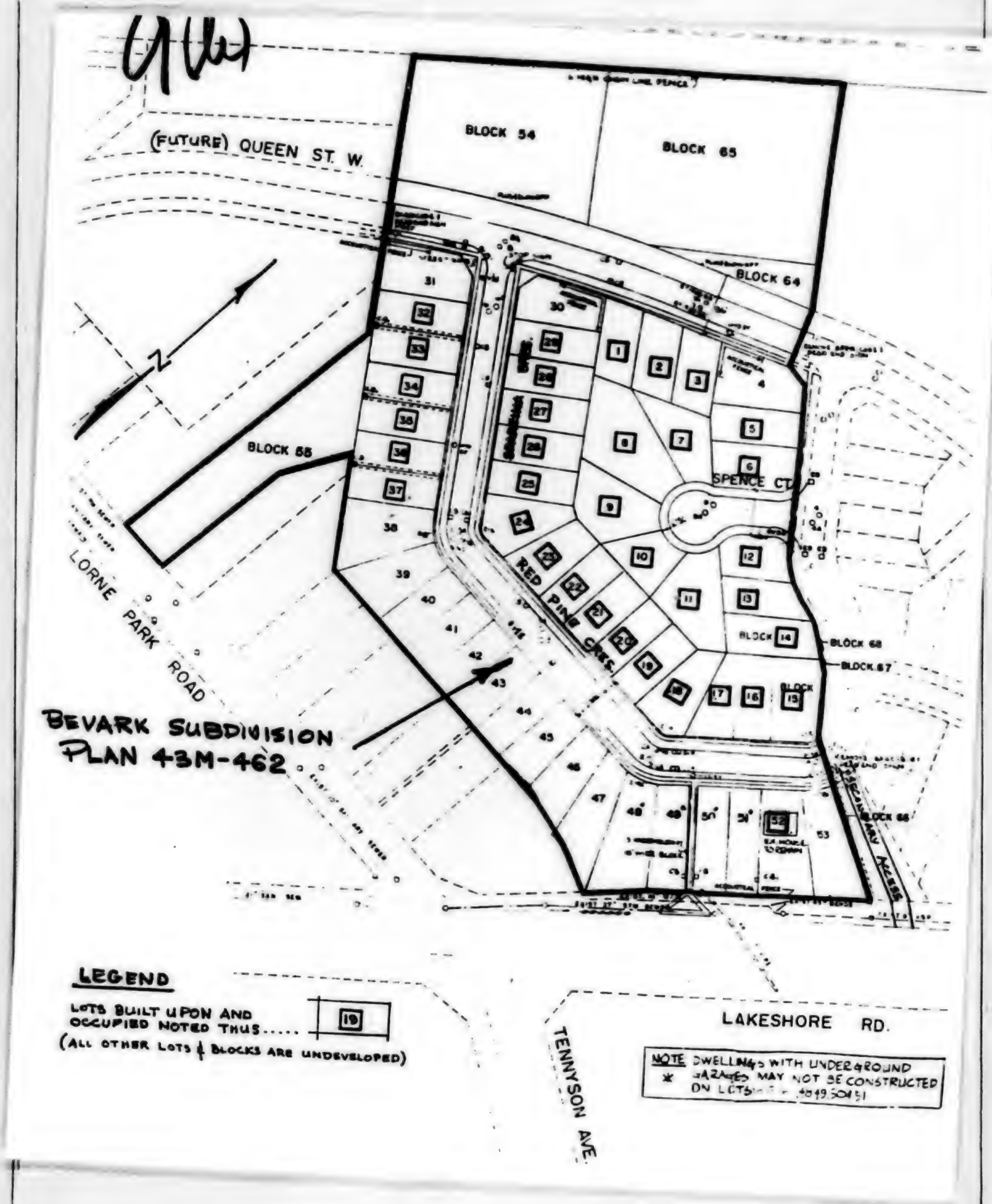
W. P. Taylor, P. Eng.
Commissioner
Engineering and Works

/edm
0847E/32E

c.c. Councillor P. Mullin
R. G. Charlton
M. W. Boyd
W. J. Richmond
W. H. Munden

Encl.

(Plan)



LEGEND

LOTS BUILT UPON AND OCCUPIED NOTED THUS..... [19]

(ALL OTHER LOTS & BLOCKS ARE UNDEVELOPED)

NOTE * DWELLINGS WITH UNDERGROUND GARAGES MAY NOT BE CONSTRUCTED ON LOTS [illegible] 49 50 51

Willesden Realty Limited

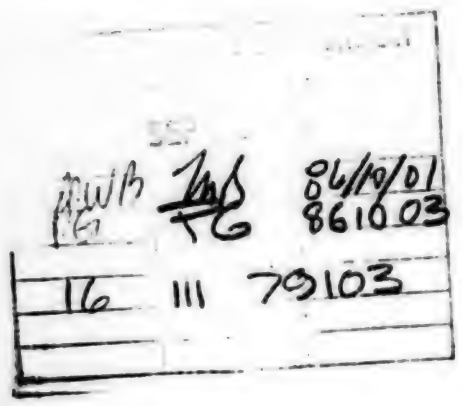
961

SUITE 103, 5740 YONGE ST.
WILLOWDALE, ONTARIO
M2M 3T4

TELEPHONE ~~284-8866~~
226-4886

September 22nd, 1986

City of Mississauaga,
1 City Centre Drive,
Mississauga, Ontario.
L5B 1M2



Attention: Mr. Peter Griffiths

Dear Mr. Griffiths:

Re: Bevark Subdivision - Plan 43M-462

Further to our conversation of Friday I am writing to request an extension of time for the final coat of asphalt on Redpine Crescent and Queen Street West.

As you know, the City of Mississauga passed an interim control bylaw on the townhouse blocks on the north side of Queen Street and this caused a considerable delay because we had a deal with a builder to take both the lots and the townhouse blocks and it took us quite a while to unravel that deal and get someone else for the lots.

I have requested our engineers to find someone to do the final coat of asphalt on Sp[illegible]a C[illegible] and hope that we can have it done soon.

Yours truly,
WILLESDEN REALTY LIMITED,

E.C. LaBerge,
President.

ECL:sb

10

MEMORANDUM

FILES: 16 111 79069
11 141 00045

To Chairman and Members of
Dept. Operations and Works

From William P. Taylor, P.Eng.
Dept. Engineering and Works

8295
OCT 15 1986

OCT 29 1986
OPERATIONS/WORKS

B.06.420.02

September 30, 1986

SUBJECT: Assumption of Finery Investments Limited Subdivision, Plan M-420, located north of Finch Avenue and west of Hwy. #427 (sketch attached).

ORIGIN: Engineering Agreement between Finery Investments Limited (Suite 503, 3635 Dufferin Street, Downsview, Ontario, M3K 1N4, Attention: Mr. George Kizoff), the City of Mississauga and the Region of Peel dated April 28, 1981.

COMMENTS: As far as the Engineering and Works Department is concerned, the developer of Plan M-420 has complied with all the requirements of the Engineering Agreement for the installation of municipal services.

The Engineering and Works Department has received $4,500.00 as cash in lieu of completing the repairs to the top course asphalt. We recommend that the funds be placed in the Subdivision Repairs Account P.N. 85-157 for use by the Engineering and Works Department in completing these works.

It is now in order for the City to assume the municipal services in Plan M-420.

RECOMMENDATIONS:

1. That the City of Mississauga assume the municipal services constructed by Finery Investments Limited, under the terms of the Engineering Agreement for Plan M-420, located north of Finch Avenue and west of Hwy. #427.

.../...

10(a)

RECOMMENDATIONS: (continued)

2. That the City Treasurer be directed to release the Letter of Credit for the Engineering Agreement for Plan M-420 presently valued at $73,853.60 to the developer, Finery Investments Limited.

3. That the City Treasurer be directed to release the Letter of Credit for $1,500.00 to the developer, Finery Investments Limited.

4. That the City Treasurer be directed to place the $4,500.00 received from Finery Investments Limited into Account P.N. 85-157 for the use by the Engineering and Works Department in completing the top course asphalt repairs.

5. That City Council pass a by-law establishing the road allowance within Plan M-420 as public highway and part of the municipal system of the City of Mississauga.

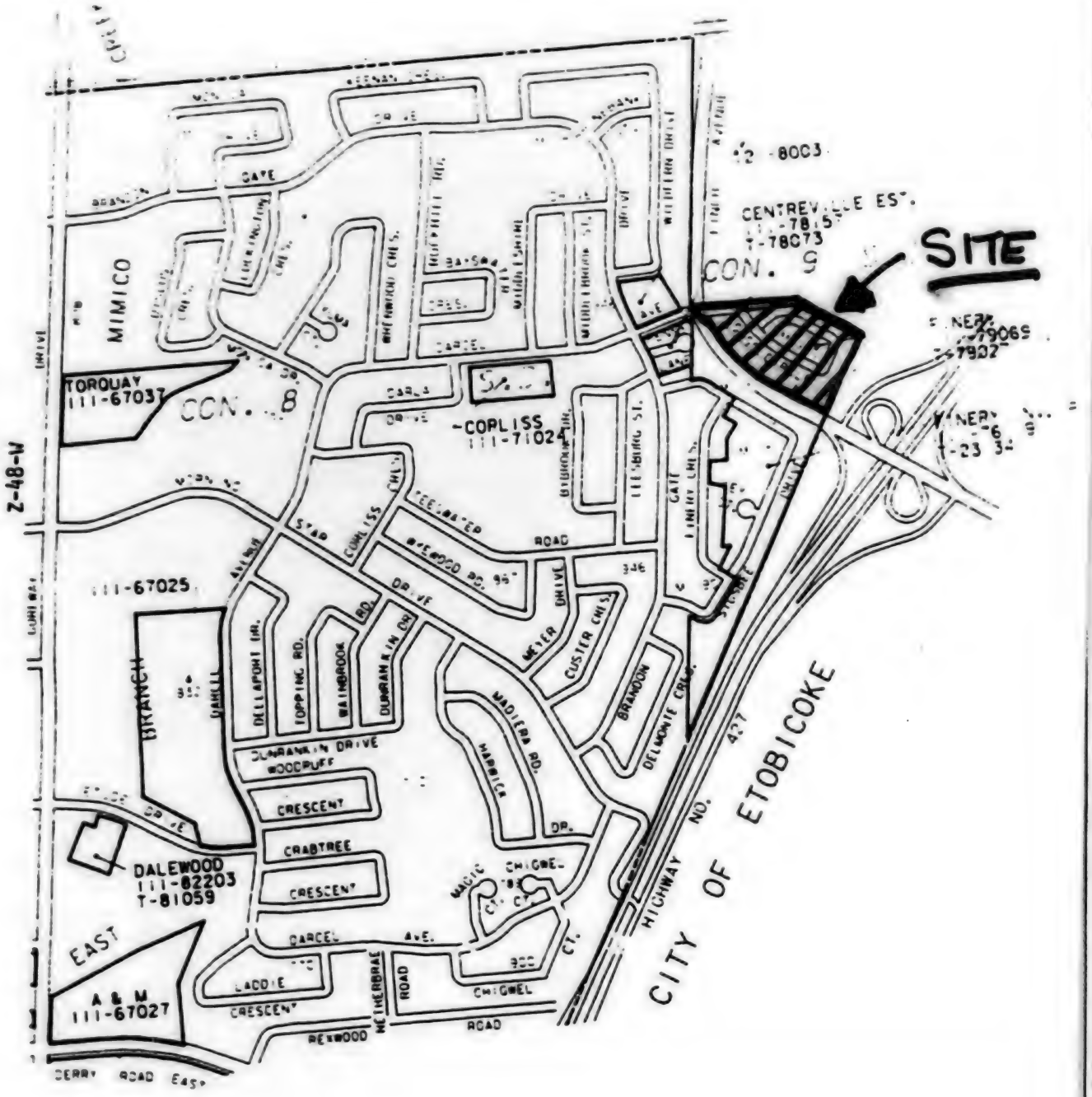
William P. Taylor, P.Eng.
Commissioner

MM:cds
235E:27E
Attach.

cc: Councillor F. McKechnie
W. H. Munden
P. Marchiori
I. W. Scott
A. Franks
M. W. Boyd
D. J. Debenham
L. J. Harvey
J. D. McKichan - Region of Peel

10(m)

CITY OF BRAMPTON



Z-40-E

Z-47 & Z-48-E

MEMORANDUM

FILES: 16 111 79086
11 141 00045

To Chairman and Members of — From William P. Taylor, P.Eng.

Dept. Operations and Works — Dept. Engineering and Works

October 20, 1986

OPERATIONS/WORKS OCT 2 9 1986

SUBJECT: Assumption of the municipal works for Willowmore Way Subdivison, Plan 43M-444, located south of Derry Road West and east of Glen Erin Drive (sketch attached).

ORIGIN: Engineering Agreement between Markborough Properties Limited (90 Eglinton Avenue West, Toronto, Ontario, M4R 2E7), the City of Mississauga and the Region of Peel dated September 28, 1981.

COMMENTS: The subject development consists of 16 residential lots and as far as the Engineering and Works Department is concerned, the developer, Markborough Properties Limited, has complied with all the requirements of the Engineering Agreement for the installation of municipal services except for various minor above ground deficiencies in the amount of $400.00. The developer has provided the City with a cheque in this amount and the City subdivision repair contractor will correct these deficiencies in the 1986 construction season.

There are still some outstanding landscape works remaining within this subdivision and we are therefore recommending that $500.00 be held back on the Letter of Credit until these works are completed by the developer and the Recreation and Parks Department have issued a final acceptance certificate.

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OCT 22 1986
B.06.444.02

RECOMMENDATIONS:

1. That the City of Mississauga assume the municipal works as constructed to by the developer, Markborough Properties Limited under the terms of the Engineering Agreement for Willowmore Way Subdivision, Plan 43M-444 located south of Derry Road West and east of Glen Erin Drive.

2. That the City Treasurer be authorized to reduce the Letter of Credit (current value $38,865.71) to $500.00 and that on completion of outstanding landscape works by Markborough Properties Limited, and issuance of a final acceptance certificate by the Recreation and Parks Department, the City Treasurer be authorized to release the remaining amount.

.../...

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RECOMMENDATIONS: Continued

3. That a by-law be enacted establishing the road allowances within Plan 43M-444 as public highway and part of the municipal system of the City of Mississauga.

MWB

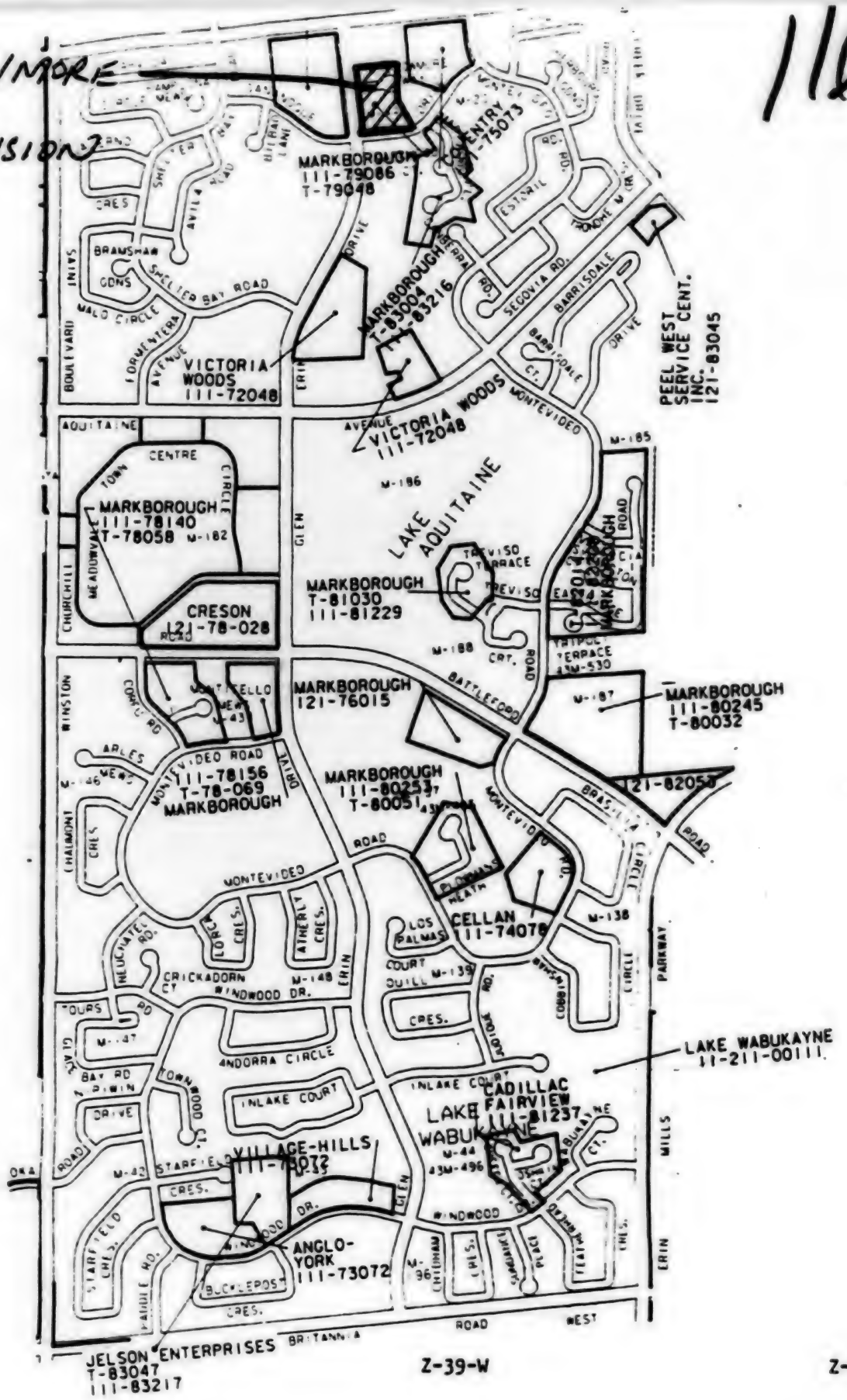
William P. Taylor, P.Eng.
Commissioner

MWB:cds
235E:27E
Attach.

cc: Councillor T. Southorn
W. H. Munden
P. Marchiori
D. J. Debenham
L. J. Harvey
J. D. McKichan - Region of Peel

WILLOINMORE WAY SUBDIVISION

11(b)



12

MEMORANDUM File Ref. 16 111 77123

To: Chairman and Members of Operations and Works Committee
Dept.

From: William P. Taylor, P. Eng. 8465
Dept. Engineering and Works

OCT 29 1986

B.06.340.02 OPERATIONS/WORKS

October 14, 1986

SUBJECT: Draw on the developer's securities for the completion of grading corrective works on Lot 28 right, Plan 43M-340, Bellamy Subdivision located Z-26, north of Rathburn Road and east of Dixie Road (sketch attached.)

ORIGIN: Servicing Agreement dated June 13, 1979 between Bellamy Construction Company Limited (235 Dixon Road, Weston, Ontario M9P 2M5), the City of Mississauga and the Region of Peel.

COMMENTS: Under the terms of the Servicing Agreement for the Plan 43M-340, Bellamy Construction Company Limited is responsible for the proper grading of all lots within the subdivision, staff prepared a letter to the developer dated August 21, 1986 for Lot 28 right.

RECOMMENDATIONS:

1. That the Commissioner of Engineering and Works be authorized to complete the outstanding grading corrective works on Lot 28 right, Plan 43M-340, Bellamy Subdivision located north of Rathburn Road and east of Dixie Road at an estimated cost of $2,000.00.

2. That the City Treasurer, be authorized to draw on the developer's Letter of Credit, presently valued at $29,808.76, to complete the above mentioned corrective works.

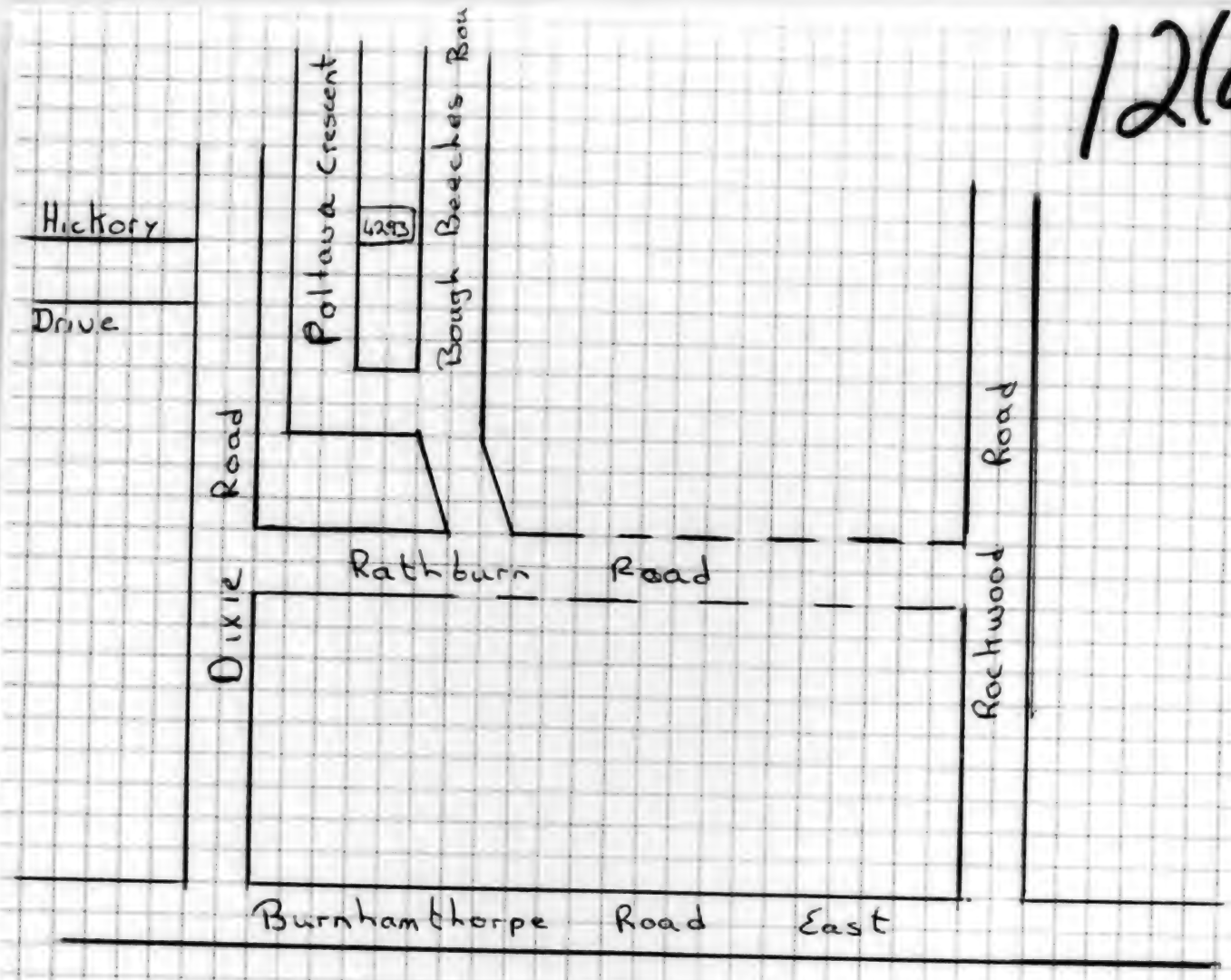
William P. Taylor, P. Eng.
Commissioner
Engineering and Works

SS/ls

cc: W.H. Munden
Councillor M. Prentice
R.G. Charlton
M.W. Maveal

FORM 145

12(a)


Hickory
Drive
Dixie Road
Pollard Crescent
4293
Bough Beeches Boulevard
Rathburn Road
Rockwood Road
Burnhamthorpe Road East

12

MEMORANDUM

File: 16 111 81209

To Chairman and Members of — From William P. Taylor, P. Eng.

Dept. Operations & Works Committee. — Dept. Engineering and Works

OCT 2? 1986

B.06.562.02

October 21, 1986.

OPERATIONS/WORKS OCT 2 9 1986

SUBJECT: Draw on the developer's securities for the completion of grading rectification works on Lots 3, 4 and 5, Plan 43M-562, United Lands Corp..located east of Mississauga Road and south of Hwy. 403. (sketch attached).

ORIGIN: Servicing Agreement dated July 9, 1984, between United Lands Corp. Ltd. (2275 Speakman Drive, Mississauga, Ont., L5K 1B1) The City of Mississauga and the Region of Peel.

COMMENTS: Under the terms of the Servicing Agreement for Plan 43M-562 is responsible for the proper grading of all lots within the subdivision. Staff prepared a letter to the developer daated October 9, 1984 for Lots 3, 4 & 5.

To date the outstanding grading rectification works on Lots 3, 4 & 5 have not been completed.

RECOMMNDATIONS

1. That the Commissioner of Engineering and Works be authorized to complete the outstanding grading rectification works on Lots 3, 4 and 5 Plan 43M-562 , United Lands Corp. Located east of Mississauga Road and South of Hwy. 403 at an estimated cost of $20,000.00.

2. That the Commissioner of Engineering and Works be authorized to engage R. E. Winters and Associates for design and supervision of the corrective grading works at an estimated cost of $20,000.00.

3. That the City Treasurer be authorized to draw on the developer's Letter of Credit to defray the costs incurred by the City pursuant to Recommendations #1 and #2.

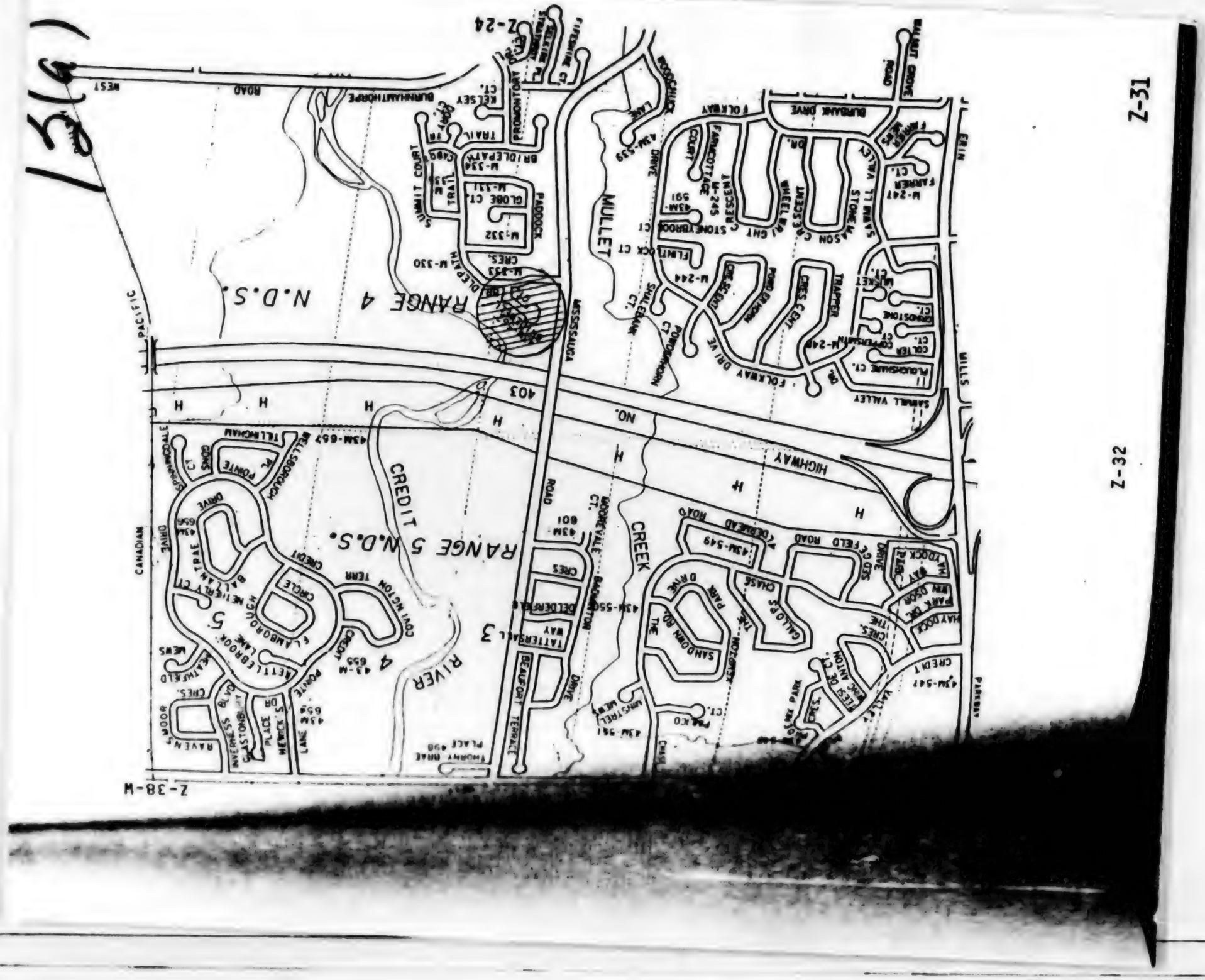
William P. Taylor, P. Eng.
Commissioner
Engineering and Works

DW/gb

cc: W. H. Munden
Councillor Culham
R. G. Charlton
M. W. Boyd
P. Griffiths

FORM 145

13(a)


Z-24
Z-31
Z-32
Z-38-W
RANGE 4 N.D.S.
RANGE 5 N.D.S.
MULLET CRESCENT
FOLKWAY DRIVE
SAMUEL VALLEY
BURNHAMTHORPE ROAD
HIGHWAY
CREDIT RIVER
CREEK
CANADIAN PACIFIC
MISSISSAUGA ROAD
403
BEAUFORT TERRACE
TATTERSALL WAY
CHASE
GALLOPS
SANDOWN RD.
THE
PARK
DRIVE
CRES.
CIRCLE
COURT
TRAIL
PLACE
LANE
MEWS
BLVD.
CREDIT VALLEY
CREDIT WOODLANDS
CREDIT MEADOWS
CREDIT VIEW
CREDIT TERR.
CREDIT POINTE
CREDIT RIVER
CREDIT RIVER PLACE
CREDIT RIVER WAY
CREDIT RIVER CRES.
CREDIT RIVER CRT.
CREDIT RIVER DR.
CREDIT RIVER LANE
CREDIT RIVER MEWS
CREDIT RIVER BLVD.
CREDIT RIVER CIRCLE
CREDIT RIVER TERR.
CREDIT RIVER POINTE
CREDIT RIVER PLACE

14

MEMORANDUM

FILES: 16 111 74167
11 141 00045

To Chairman and Members of
Dept. Operations and Works

From William P. Taylor, P.Eng.
Dept. Engineering and Works

October 21, 1986

OPERATIONS/WORKS OCT 2 9 1986

SUBJECT: Draw on the developer's securities for the completion of grading rectification works on Lot 164, Plan 43M-445, Sheridan Mills Subdivision, located east of Erin Mills Parkway and south of Britannia Road West (sketch attached).

ORIGIN: Servicing Agreement dated September 17, 1981 between Donlee Holdings Limited (2349 Yonge Street, Toronto, Ontario, M4P 2C8, Attention: Mr. M. Snow), the City of Mississauga and the Region of Peel.

COMMENTS: Under the terms of the Servicing Agreement for Plan 43M-445, the developer, Donlee Holdings Limited is responsible for the proper grading of all lots within the subdivision.

RECEIVED
8460
DATE OCT 22 1986
FILE B.06.445.02

Council at its meeting on July 7, 1986, adopted the following recommendation:

"That the Commissioner of Engineering and Works be authorized to complete the outstanding grading rectification works on Lots 165, 166 and 167, Plan 43M-445, Sheridan Mills Subdivision, located east of Erin Mills Parkway and south of Britannia Road West at estimated cost of $19,500.00.

The developer and builder, Silverstar Homes, attempted to reach an agreement after that date for the regrading works, however, were unsuccessful and the City's subdivision repair contractor undertook the works with the sodding being the only outstanding item which is to be completed shortly.

On September 26, 1986, staff reviewed the works on site with particular attention to the tie-in at Lot 164. It was discovered at that time that the grading at the rear right hand corner of Lot 164 was approximately one metre to high and did not conform to the design for the retaining wall on Lots 165 to 167 inclusive as prepared by Allan C. Randles Limited. The homeowners on Lot 164 constructed a retaining wall along the right lot line from the front of the house to the rear lot line in 1985 to level up the sideyard area after being advised that the grading of the rear yard was satisfactory.

.../...

FORM 140

14(a)

In our letter to Donlee Holdings Limited dated September 29, 1986 (hand delivered), we indicated that regrading works would be required on Lot 164 and we requested that a site meeting be arranged as soon as possible to include the homeowner, the builder, the consulting engineer, the developer and City staff in attendance. We requested that this matter be resolved by October 15, 1986 or we would report to Council. As of this date, we have had no indication of the developer's intentions.

RECOMMENDATIONS:

1. That the Commissioner of Engineering and Works be authorized to complete the outstanding grading rectification works on Lot 164, Plan 43M-445, Sheridan Mills Subdivision, located east of Erin Mills Parkway and south of Britannia Road West at an estimated cost of $7,000.00.

2. That the Commissioner of Engineering and Works be authorized to engage a consulting engineer for the supervision of the current grading works at an estimated cost of $700.00.

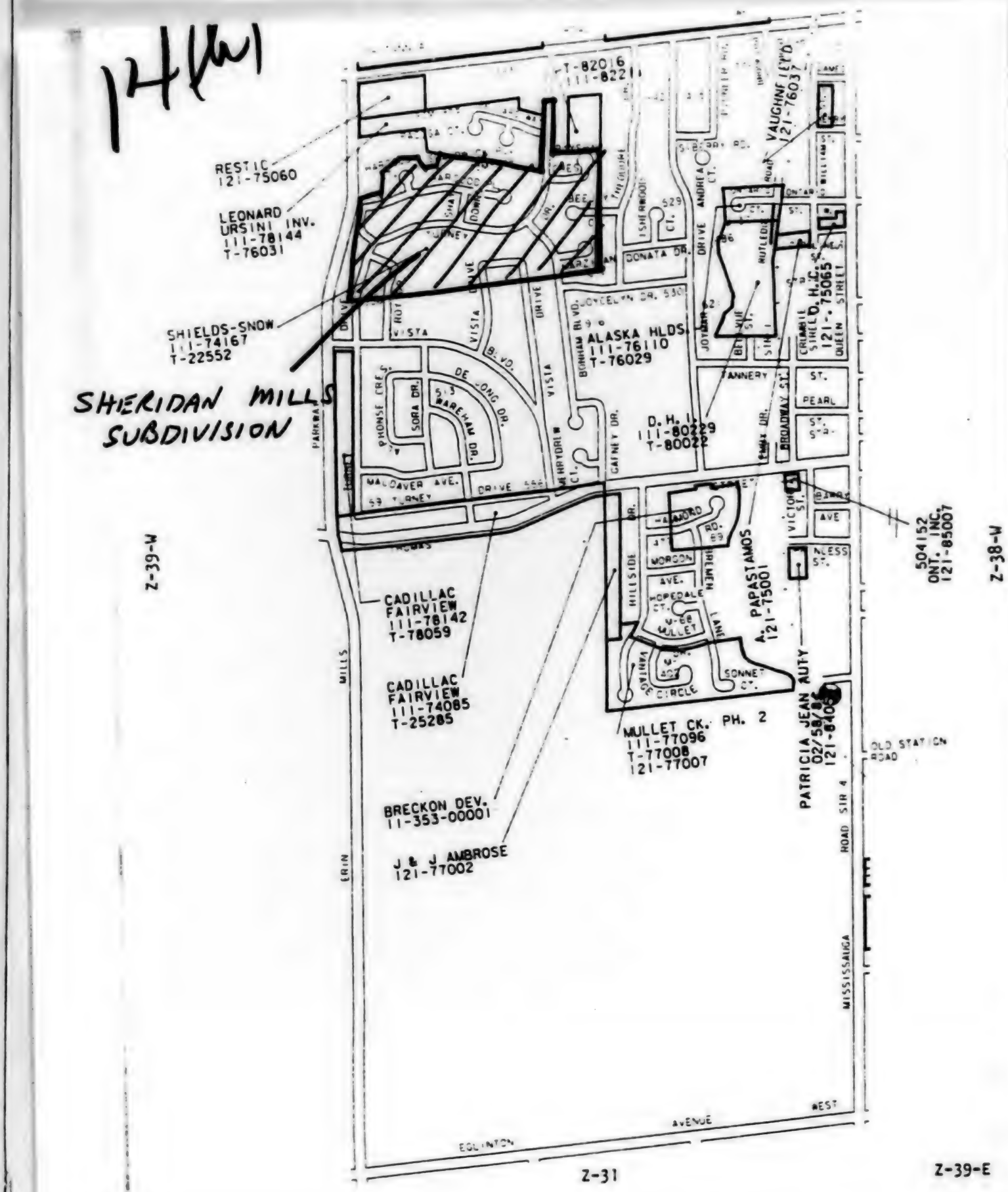
3. That City Treasurer be authorized to draw on the developer's Letter of Credit to defray the costs incurred by the City pursuant to Recommendations #1 and 2.

William P. Taylor, P.Eng.
Commissioner
Engineering & Works

MWB:cds
235E:27E
Attach.

cc: W. H. Munden

12(M)1


T-82016
111-82211
VAUGHN LLOYD
121-76037
RESTIC
121-75060
LEONARD
URSINI INV.
111-78144
T-76031
SHIELDS-SNOW
111-74167
T-22552
SHIERIDAN MILLS
SUBDIVISION
ALASKA HLDS.
111-76110
T-76029
D. H. I.
111-80229
T-80022
504152
ONT. INC.
121-85007
A. PAPASTAMOS
121-75001
CADILLAC
FAIRVIEW
111-78142
T-78059
CADILLAC
FAIRVIEW
111-74085
T-25285
MULLET CK. PH. 2
111-77096
T-77008
121-77007
BRECKON DEV.
11-353-00001
J & J AMBROSE
121-77002
PATRICIA JEAN AUTY
Z-39-W
Z-38-W
Z-31
Z-39-E
EGLINTON AVENUE WEST
MISSISSAUGA ROAD SIR 4
ERIN MILLS
OLD STATION ROAD

City of Mississauga

MEMORANDUM

File: 11 141 00045
13 211 00010

15

To: Chairman and Members of Operations and Works Committee.

From: William P. Taylor, P.Eng., Engineering & Works Dept.

Dept.

Dept.

October 14, 1986.

OPERATIONS/WORKS OCT 29 1986

SUBJECT: Installation of a Banner over Lakeshore Road West on the Petro Canada overpass.

SOURCE: Letter from Mrs. K.L. Smith, 164 Sybella Drive, Oakville, L6K 2L8 - Secretary, John Knox Christian Home and School Association.

COMMENTS: Mrs. Smith, on behalf of John Knox School, is requesting permission to place a banner on the Petro Canada railway overpass above Lakeshore Road West between November 12 and 22, 1986. This banner will be used to advertise the annual John Knox Bazaar on November 22, 1986.

RECEIVED
8455
OCT 22 1986
L.09.05.01

A letter of permission has been included from Mr. R.E. Dart of Petro Canada, as well as proof of liability insurance in the amount of one million dollars.

This is an annual request from the John Knox School, and since the banner has been installed without problem for a number of years, the Engineering Department has no objections to this year's request, subject to the usual conditions for banner installation.

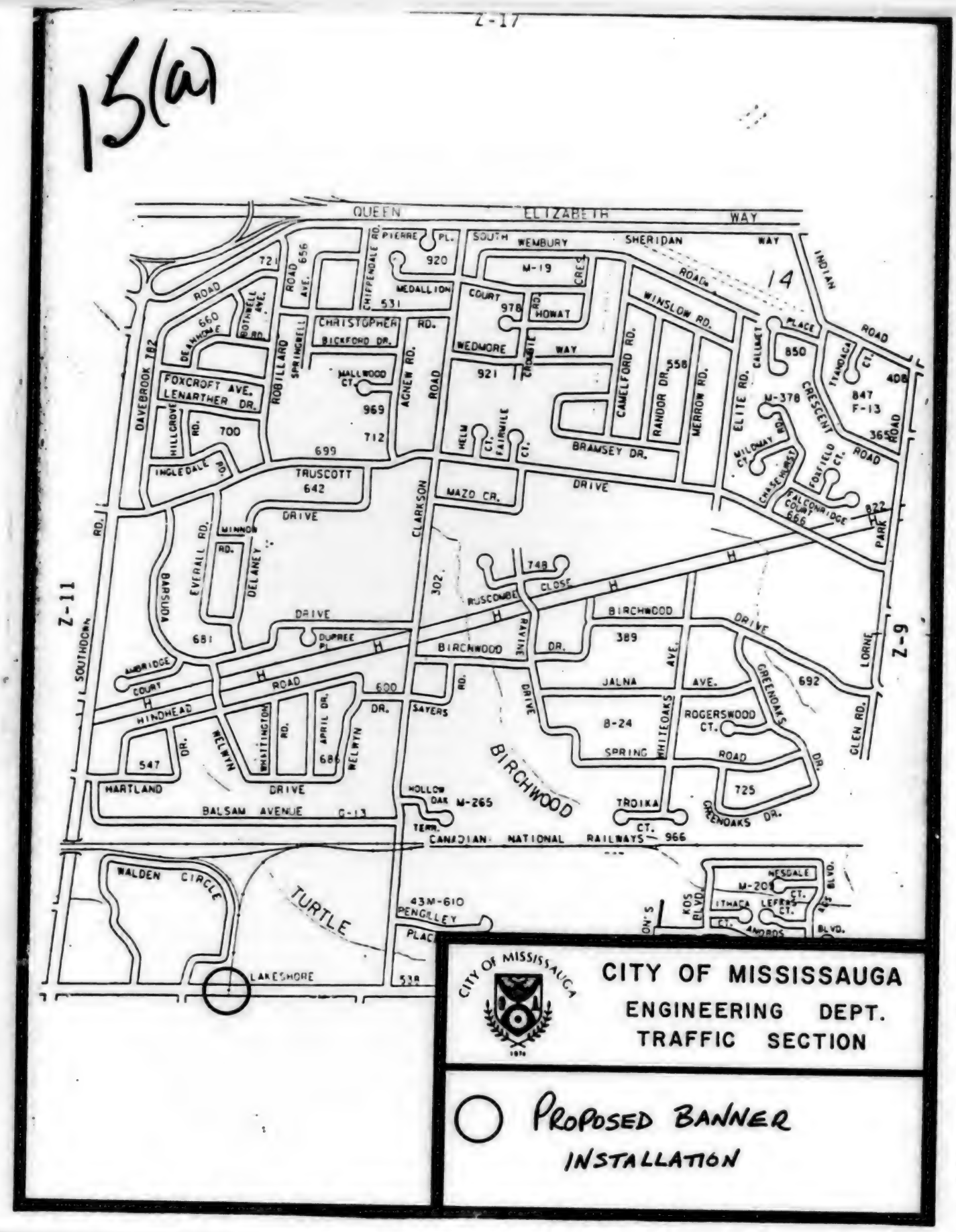
RECOMMENDATION: That permission be granted to John Knox Christian School to install a banner on the Petro Canada overpass above Lakeshore Road West, between November 12 and 22, 1986 provided a "banner permit" is completed with the Engineering Department at least five days prior to installation.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

WPT/dab
0487E
Attach.

FORM 145

15(a)


Z-17
Z-11
Z-9
14
QUEEN ELIZABETH WAY
SOUTH SHERIDAN WAY
INDIAN ROAD
SOUTHDOWN RD.
DAVEBROOK 182
ROAD
660
DEANMORE RD.
ROTHBELL AVE.
ROAD 656 AVE.
CHIPPENDALE RD.
PIERRE PL.
920
MEDALLION
531
M-19 CRES.
COURT 978
HOWAT RD.
WINSLOW RD.
PLACE
CHRISTOPHER
BICKFORD DR.
RD.
WEDMORE
WAY
CROSBIE
921
CAMELFORD RD.
RANDOR DR.
558
MERROW RD.
ELITE RD.
CALLANT
850
TYANDAGA
CT.
408
847
F-13
365
ROAD
CRESCENT
M-378
FOXCROFT AVE.
LENARTHER DR.
ROBILLARD
SPRINGBELL
MALLWOOD CT.
969
AGNEW RD.
ROAD
HILLGROVE
RD.
700
712
699
HELM CT.
FAIRMILE CT.
BRAMSEY DR.
MILGRAY RD.
CHASEWOOD
FOXFIELD CT.
ROAD
INGLEDALE
TRUSCOTT
642
MAZO CR.
DRIVE
CLARKSON
FALCONRIDGE COURT 666
822
PARK
MINNOW
RD.
EVERALL RD.
BARSUDA
DELANEY
DRIVE
748
CLOSE
RUSCOMBE
302
H
BIRCHWOOD DR.
DRIVE
389
681
DUPREE PL.
RAVINE
AVE.
JALNA
692
LORNE
GREENOAKS
AMBRIDGE COURT
HINDHEAD ROAD
600
SAYERS RD.
DRIVE
WHITEOAKS
ROGERSWOOD CT.
8-24
SPRING ROAD
DR.
GLEN RD.
547
DR.
MARTLAND
MELWYN
WHITTINGTON RD.
APRIL DR.
686
DRIVE
BIRCHWOOD
HOLLOW OAK M-265
TERR.
TROIKA CT.
725
GREENOAKS DR.
BALSAM AVENUE C-13
CANADIAN NATIONAL RAILWAYS — 966
WALDEN CIRCLE
TURTLE
43M-610
PENGELLEY
PLAC
538
LAKESHORE
NESDALE
M-205
CT.
ITHACA
LEFROY CT.
KOS BLVD.
ANDROS
BLVD.
CITY OF MISSISSAUGA
ENGINEERING DEPT.
TRAFFIC SECTION
PROPOSED BANNER
INSTALLATION

City of Mississauga

MEMORANDUM

File: 11 141 00045
13 211 00047

16

To Chairman and Members of
Dept. Operations and Works Committee.

From William P. Taylor, P.Eng.,
Dept. Engineering & Works Dept.

October 22, 1986.

OPERATIONS/WORKS OCT 2 9 1986

SUBJECT: All-way stop request - Chigwel Court at Darcel Avenue.
Request for Report 238-86.

SOURCE: Petition from area residents, submitted by Mrs. D'Ambrosio, 7112 Chigwel Court.

COMMENTS: The Engineering Department has been requested to conduct all-way stop studies at Chigwel Court and Darcel Avenue by a petition from area residents. As stated in the petition, residents are concerned that due to heavy volumes of traffic on Darcel Avenue, during peak hours, there are delays turning left out of Chigwel Court.

RECEIVED
8466
OCT 31 1986
F.06.04.05

Manual turning movement counts were conducted on October 3, 1986 at Chigwel Court and Darcel Avenue, east intersection, (based on larger side street volumes being available at a four-way intersection). The results of the all-way stop warrant calculations, derived from the a.m. plus p.m. peak hours, averaged, are as follows:

Part 'A'	Volume from all approaches	- 112%
Part 'B'	Minor street volume	- 27%

As you are aware, both parts 'A' and 'B' individually, must equal or exceed 100% in order for all-way stop warrants to be satisfied.

We have also reviewed accident records at this location and found no severe or recurring problem since our records began in 1979.

Therefore, we can say, based on this study, that all-way stop warrants are not satisfied under Part 'A' volume - Part 'B' - volume split, or accidents.

The residents of Chigwel Court have stated that they are experiencing side street delay. The results of this study do not reflect any serious delay, in fact volumes on Darcel Avenue over the peak hours averaged less than four (4) vehicles per minute or one vehicle every fifteen (15) seconds. These results definitely do not warrant an all-way stop due to severe delay.

.../2

16(a)

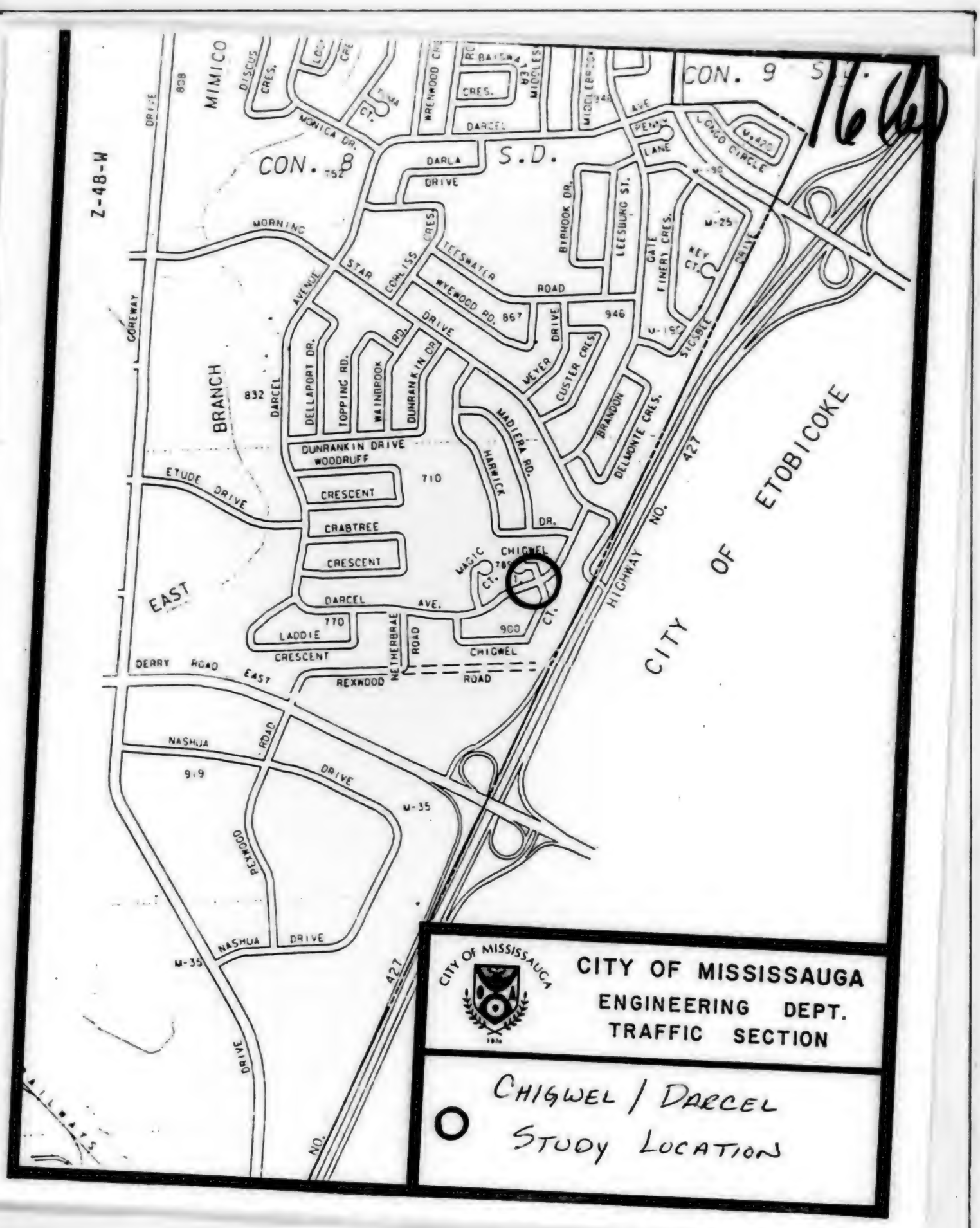
Vehicle speeds were also checked on Darcel Avenue in the a.m. and p.m. peak hours and 85th %ile speeds of 55 km/h and 53 km/h, respectively, were calculated in this 50 km/h speed zone. These results do not warrant Police enforcement.

The Engineering Department, based on these study results, does not recommend the installation of an all-way stop or feel that any other traffic control measures are needed at Chigwel Court and Darcel Avenue at this time.

RECOMMENDATION: That an all-way stop not be installed at Chigwel Court and Darcel Avenue as warrants have not been satisfied under Part 'A' - volume, Part 'B' - volume split, or accidents.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

MJF/dab
0487E
Attach.


Z-48-W
MIMICO
CON. 8 S.D.
CON. 9 S.D.
BRANCH
EAST
CITY OF ETOBICOKE
DISCUS CRES.
MONICA DR.
DARCEL
DARLA DRIVE
MORNING
STAR AVENUE
COMLISS CRES.
TEESWATER ROAD
WYEWOOD RD.
DRIVE
COREWAY
DRIVE
DELLAPORT DR.
TOPPING RD.
WAINBROOK RD.
DUNRANKIN DR.
DUNRANKIN DRIVE
WOODRUFF
CRESCENT
ETUDE DRIVE
CRABTREE
CRESCENT
DARCEL AVE.
LADDIE CRESCENT
DERRY ROAD EAST
REXWOOD
NETHERBRAE ROAD
CHIGWEL ROAD
MAGIC CT.
CHIGWEL CT.
MEYER DRIVE
CUSTER CRES.
BRANDON
DELMONTE CRES.
MADEIRA RD.
HARWICK DR.
BYHOOK DR.
LEESBURG ST.
GATE FINERY CRES.
KEY CT.
SICSBLE
PENNY LANE
LONGO CIRCLE
M-420
M-25
M-19
946
867
832
710
770
900
785
HIGHWAY NO. 427
NASHUA ROAD
9.9
NASHUA DRIVE
PEKWOOD
M-35
DRIVE
NO. 427
CITY OF MISSISSAUGA
ENGINEERING DEPT.
TRAFFIC SECTION
CHIGWEL / DARCEL
STUDY LOCATION

17

City of Mississauga

MEMORANDUM

File: 11 141 00045
13 211 00023

To: Chairman and Members of Operations and Works Committee.

From: William P. Taylor, P.Eng., Engineering and Works Dept.

October 14, 1986.

OPERATIONS/WORKS OCT 29 1986

SUBJECT: Temporary parking of construction workers' vehicles on Dundas Street West.

SOURCE: Mr. Jeff King (through Councillor Culham's office) United Lands Corporation, 2275 Speakman Drive, Mississauga L5K 1B1.

COMMENTS: Mr. King has requested permission to extend the parking of construction workers' vehicles on the north shoulder of Dundas Street, opposite their site at #880 Dundas Street West. Permission was initially granted in June of this year as it was anticipated the underground parking garage would be completed by late summer affording an area of parking for the workers.

RECEIVED
8467
DATE OCT 29 1986
F.06.04.02

Mr. King has advised however, that this garage will not be completed until at least late November and therefore requests an extension until the end of the year.

The Engineering Department has no objection to this request dependent upon weather conditions. Should the parking of these vehicles obstruct snow plowing or removal, then other parking arrangements will be required.

RECOMMENDATION:

1. That permission for the parking of United Lands Corporation Ltd., construction workers' vehicles be extended until December 31, 1986 subject to weather conditions.

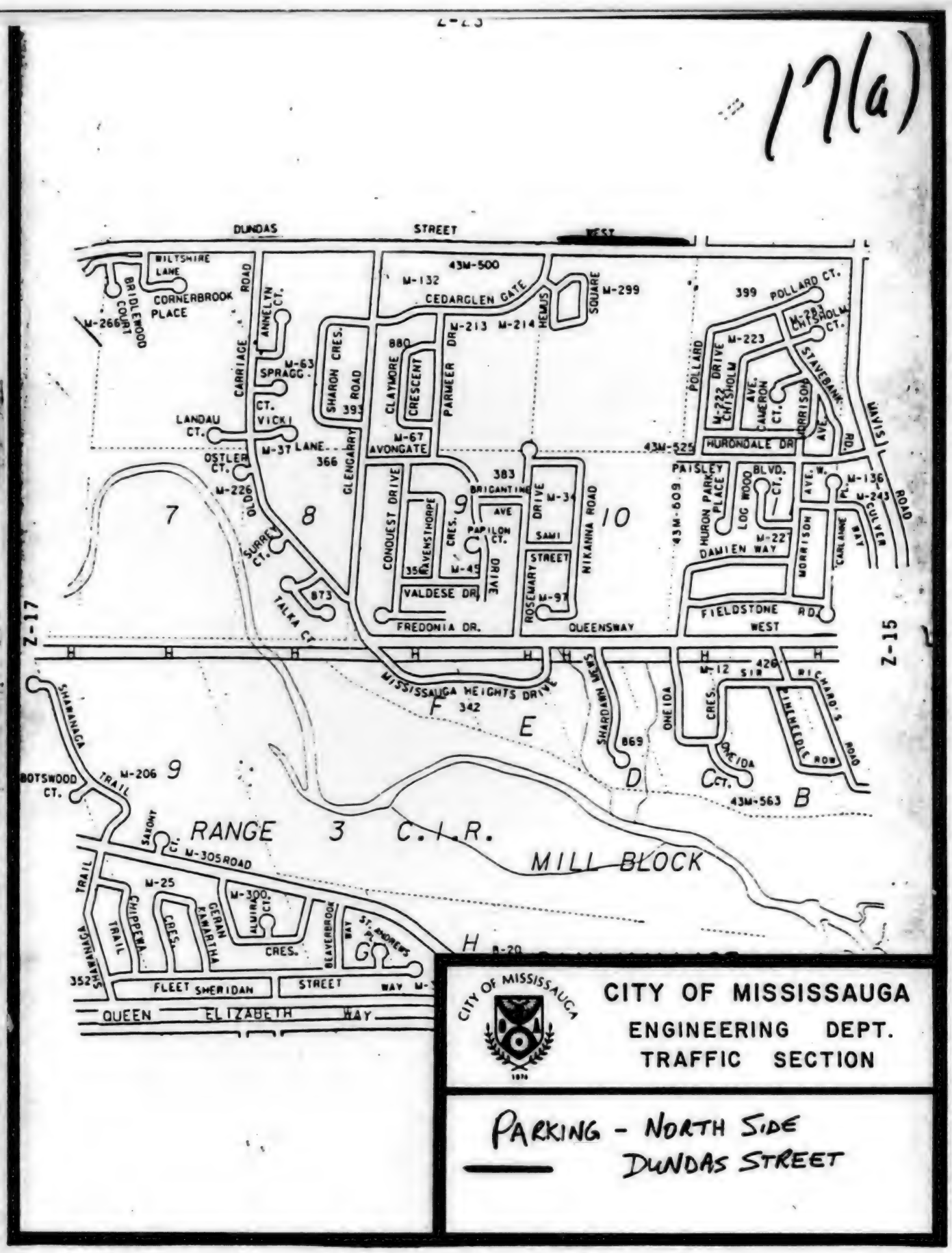
2. That the Parking Control Section be advised of the parking extension.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

/dab
0487E

FORM 145

17(a)



CITY OF MISSISSAUGA
ENGINEERING DEPT.
TRAFFIC SECTION

PARKING - NORTH SIDE
DUNDAS STREET

G 15 18

City of Mississauga

MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00027

RECEIVED

To Chairman and Members of Operations and Works Committee.

From William P. Taylor, P.Eng., Engineering and Works Dept.

REGISTRY No. 835 | DATE OCT 17 1986

Dept.

FILE No. F.06.04.02

October 14, 1986.

SUBJECT: Parking prohibition - Crestlawn Drive.

OPERATIONS/WORKS DEPARTMENT OCT 29 1986

SOURCE: Titus Steel Company Limited, 1278 Crestlawn Drive, Mississauga (Tel. 625-0521).

COMMENTS: The Engineering Department has been contacted by Titus Steel Company Limited concerned with traffic congestion on Crestlawn Drive due to parked vehicles. When parking occurs on Crestlawn Drive, deliveries of steel on tractor trailers are obstructed as vehicles cannot be maneuvered into their driveway. This causes delays on street to through traffic and frustration for the delivery drivers.

We have investigated this problem and found that the parked vehicles are associated with a Fitness Centre on Crestlawn Drive. The Parking Control Section has advised that they have had little effect in enforcing the maximum three hour limit as most visitors to the Fitness Centre park for a shorter period of time.

Therefore, in order to relieve this congestion due to parked vehicles, we proposed a parking prohibition and polled the affected businesses. The poll results indicated the majority chose to prohibit parking on the south side of Crestlawn Drive from Dixie Road to the west limit of Crestlawn Drive.

The Engineering Department can support this request as it will allow for uncongested two-way traffic on Crestlawn Drive. Along with this prohibition, parking will have to be restricted on both sides of Pewster Drive, south of Crestlawn Drive, to keep the intersection clear from parking congestion.

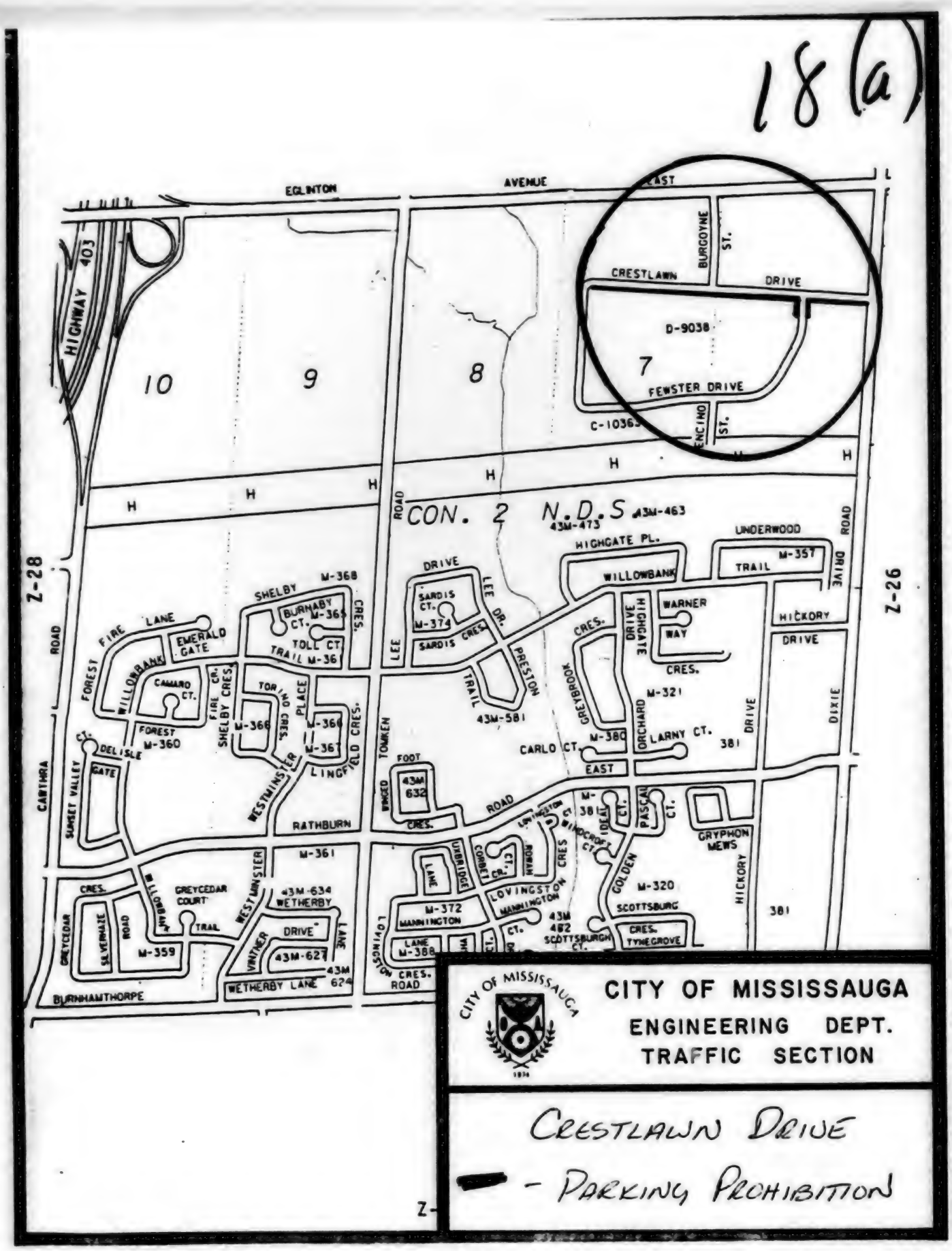
RECOMMENDATION: That a by-law be passed authorizing a parking prohibition on the south side of Crestlawn Drive from Dixie Road to the west limit of Crestlawn Drive.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

MJF/dab
0487E
Attach.

FORM 145

18(a)


EGLINTON
AVENUE
EAST
HIGHWAY 403
10
9
8
7
CRESTLAWN
BURGOYNE
ST.
DRIVE
D-9038
FENSTER DRIVE
C-10363
ENCINO
ST.
H
CON. 2 N.D.S
43M-473
43M-463
Z-28
ROAD
LEE
DRIVE
SARDIS CT.
M-374
SARDIS CRES.
HIGHGATE PL.
UNDERWOOD
M-357
TRAIL
ROAD
DRIVE
WILLOWBANK
WARNER
WAY
HICKORY
DRIVE
CRES.
HIGHGATE
DRIVE
CRES.
M-321
ORCHARD
DRIVE
DIXIE
SHELBY
M-368
CRES.
BURNABY CT.
M-365
TOLL CT
TRAIL M-36
FIRE LANE
EMERALD GATE
FOREST
WILLOWBANK
CAMARO CT.
FIRE CR.
CRES.
SHELBY
TORINO CRES.
PLACE
M-366
M-366
M-367
LINGFIELD CRES.
WESTMINSTER
FOREST
M-360
DELISLE CT.
GATE
SUNSET VALLEY
CARTHRA
RATHBURN
TOWREN
FOOT
43M 632
CRES.
ROAD
PRESTON
TRAIL
43M-581
GREYBROOK
CARLO CT.
M-380
LARNY CT.
381
EAST
M-381
IDLE CT.
PASCAL CT.
GRYPHON MEWS
HICKORY
381
WINDCROFT CT.
LOVINGSTON CRES
GOLDEN
M-320
SCOTTSBURG
CRES.
TYNEGROVE
43M 482
SCOTTSBURGH CT.
M-361
CRES.
GREYCEDAR
SILVERMAZE
ROAD
WILLOWBANK
GREYCEDAR COURT
TRAIL
WESTMINSTER
43M-634
WETHERBY
DRIVE
43M-627
VINTNER
LANE
M-359
43M
624
WETHERBY LANE
BURNHAMTHORPE
UNBRIDGE
LANE
CORBOMOOR CR.
NORAN CT.
M-372
MANNINGTON
LANE
M-388
CRES.
ROAD
OLSON RD
Z-26
CITY OF MISSISSAUGA
ENGINEERING DEPT.
TRAFFIC SECTION
CRESTLAWN DRIVE
- PARKING PROHIBITION

MEMORANDUM

File: 11 141 00045
12 111 00014

To Chairman and Members of
Dept. Operations and Works Committee.

From William P. Taylor, P.Eng.,
Dept. Engineering and Works Dept.

October 2, 1986

OPERATIONS/WORKS OCT 2 9 1986

SUBJECT: Proposed Street Names - City Reserve List
Councillor L. Taylor

SOURCE: Engineering and Works Department

COMMENTS: Councillor L. Taylor submitted the following names as proposed street names to be added to the City of Mississauga Street Names Reserve List:

Greenwich Park
Langton Green

.8297
OCT 15 1986
F02-07

The submission was reviewed by the Region of Peel Street Names Committee at their meeting of October 1, 1986 and was not approved.

Greenwich Park conflicts with an existing street, Greenwich Circle, in Brampton.

Langton Green would be confused with Langston Drive, an existing street in Brampton.

RECOMMENDATION: That Greenwich Park and Langton Green not be added to the City of Mississauga's Street Names Reserve List.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

DWH/dm
0491E
cc: Councillor L. Taylor

FORM 145

20

MEMORANDUM

To Operations and Works Committee

Dept. 8416

From A.E. McDonald, P. Eng.
Acting Commissioner

Dept. Building, Zoning & Licensing

DATE OCT 2 RECD

FILE L.01.06

October 20, 1986

OPERATIONS/WORKS OCT 2 9 1986

SUBJECT: Extension of temporary building permit.
Request from C.E. Bonds, 2101 Barsuda Drive.

ORIGIN: Letter dated October 1, 1986 from C.E. Bonds to Mr. T.L. Julian, City Clerk.

COMMENTS: On October 22, 1979 Mr. C.E. Bonds received permission from City Council to construct and maintain a temporary shelter in which to build a boat on his property at 2101 Barsuda Drive. The permission was for a period of two years. Subsequently, Mr. Bonds requested and was granted an extension to November 1986 for the above mentioned temporary shelter.

On October 1, 1986 Mr. Bonds wrote to Mr. Terry Julian, requesting yet a further extension to sometime in 1988 to complete the boat.

This department has carried out an inspection of the site and found the premises to be well kept and free of problems. We have, therefore, no objection to Mr. Bonds' request being approved.

RECOMMENDATION: That the request from Mr. C.E. Bonds dated October 1, 1986 for an extension of time in which to maintain a temporary structure on his property be approved for a further two years.

A.E. McDonald, P. Eng.
Acting Commissioner
Building, Zoning & Licensing

MMN/bj

FORM 145

21

City of Mississauga

MEMORANDUM

To Operations and Works Committee

From A. McDonald, Acting Commissioner

Dept.

Dept. Building, Zoning and Licensing

October 20,1986.

OCT 29 1986

OPERATIONS/WORKS

SUBJECT: Application under the Termite Control By-law 741-81.

ORIGIN: Staff

COMMENTS: An application has been received from a homeowner for assistance under the Termite Control By-law 741-81 to deal with an infestation of carpenter ants.

The cost of the treatment has been estimated at $99.44 and the City's share under the By-law would be half of this amount.

The application has been reviewed by staff for compliance with the requirements of By-law 741-81 and we recommend that it be approved.

RECOMMENDATIONS:

1. That the application for a grant under the Termite Control By-law 741-81 made by the homeowner whose name appears on the attached sheet to the report dated October 20,1986 from the Acting Commissioner of Building, be approved.

2. That the Acting Commissioner of Building be authorized to make payment under the terms of By-law 741-81 upon satisfactory completion of the work.

A. McDonald, P. Eng.,
Acting Commissioner,
Building, Zoning and Licensing.

BES/vh
CC: D. Lychak
Attached.

FORM 456

City of Mississauga

MEMORANDUM

22

To Operations and Works Committee

Dept.

From A. McDonald, Acting Commissioner

Dept. Building, Zoning and Licensing.

RECEIVED
REGISTRY No. B353
DATE OCT 17 1986

File No. A-02.03.03.07

October 2,1986.

DEPARTMENT OPERATIONS/WORKS OCT 29 1986

SUBJECT: Application under the Termite Control By-law 741-81.

ORIGIN: Staff

COMMENTS:

An application has been received from a homeowner for assistance under the Termite Control By-law 741-81 to deal with an infestation of carpenter ants.

The cost of the treatment has been estimated at $325.00 and the City's share under the By-law would be half of this amount.

The application has been reviewed by staff for compliance with the requirements of By-law 741-81 and we recommend that it be approved.

RECOMMENDATIONS:

1. That the application for a grant under the Termite Control By-law 741-81 made by the homeowner whose name appears on the attached sheet to the report dated October 2,1986, from the Acting Commissioner of Building, be approved.

2. That the Acting Commissioner of Building be authorized to make payment under the terms of By-law 741-81 upon satisfactory completion of the work.

A. McDonald.

A. McDonald, P. Eng.,
Acting Commissioner,
Building, Zoning and Licensing.

BES/vh

CC: D. Lychak

Attached

FORM 456

22

MEMORANDUM

To Operation and Works Committee

Dept.

From A.E. McDonald, P. Eng.
Acting Commissioner

Dept. Building

8462
DATE OCT 22 1986
L.07.01.02

OCT 29 1986

OPERATIONS/WORKS

October 21, 1986

SUBJECT: Appointment of Municipal Enforcement Officers

ORIGIN: Staff

COMMENTS: It is appropriate at this time to amend City of Mississauga By-law #43-82, as amended, which is a By-law to provide for the appointment of By-law Enforcement Officers for the purpose of enforcing Municipal By-laws. The attached By-law is required to reflect a staff change within the Building Department.

RECOMMENDATION: That the report dated October 21, 1986 from A.E. McDonald, P. Eng., Acting Commissioner of Building and the attached By-law for amending By-law #43-82, as amended, be approved.

A.E. McDonald, P. Eng.
Acting Commissioner
Building Department

GRB/dap

Attach.

FORM 145

City of Mississauga

MEMORANDUM

24

To MAYOR AND MEMBERS OF
Dept. OPERATIONS & WORKS COMMITTEE

From L. W. STEWART, Q.C.
Dept. LEGAL

1233

October 10, 1986

OCT 14 1986

F.01.01

OCT 29 1986

OPERATIONS/WORKS

SUBJECT: By-law to prohibit racing of motor vehicles on highways.

ORIGIN: Administration and Finance Committee AF-132-86.

COMMENTS: On September 11, 1986, the Administration and Finance Committee recommended:

"That the City Solicitor, prepare a by-law to prohibit the racing of motorcycles on any highway or portion of highway in the City of Mississauga."

This recommendation was adopted by Council at its meeting on September 22, 1986.

In preparing the by-law as requested it became apparent that the municipality already had a by-law, By-law 207-81 which was passed under Section 3 of the City of Mississauga Act and dealt with the racing of motor vehicles in the municipality on consent. This by-law was passed under special legislation obtained so that the municipality could control attempts to establish raceway on highways in the City of Mississauga, i.e. situation similar to the recent Molson Indy 500 in Toronto.

The by-law which the City Solicitor was directed to be prepared by the Administration and Finance Committee resulted from a report to that Committee which arose out of an incident involving the use of Flavelle Boulevard, Mississauga for motorbike racing.

A by-law has been prepared as recommended by the Administration and Finance Committee and the by-law also incorporates the provisions of By-law 207-81 so that both aspects are covered by a single by-law.

FORM 149

2-11a1

The highlights of the proposed by-law are as follows:

1. The by-law prohibits the racing of any motor vehicle on a highway within the City. The purpose of the blanket prohibition is so that the by-law will not be deemed to be discriminatory. By prohibiting absolutely the racing of all motor vehicles it will prohibit the racing of any class of motor vehicles and this would include motorcycles. The definition of motor vehicle does not include any vehicles which is propelled by muscular power, i.e. bicycles.

2. This by-law incorporates the provisions of the by-law 207-81 (which is being repealed) to allow Council to grant consents to certain types of racing of motor vehicles if Council deems it "in the best interests of the Corporation" and includes the special penalty section which is a greater penalty than the general penalty section.

3. Section 5 is a general penalty section which is applicable to persons who race on highways.

RECOMMENDATION: That the attached by-law to prohibit the racing of motor vehicles on highways and to repeal By-law 207-81 be enacted and passed and the corporate seal be affixed.

L. W. STEWART, Q.C.
CITY SOLICITOR.

MVM:mlk

City of Mississauga

MEMORANDUM

25

To OPERATIONS & WORKS COMMITTEE — From Terence L. Julian

Dept. — Dept. City Clerk

October 10, 1986

LADIES AND GENTLEMEN:

OCT 29 1986

OPERATIONS/WORKS

SUBJECT: Central Parkway West Extension
Britannia Secondary School
File: J.05.01 and A.02.07.05.01

ORIGIN: Offer to Sell dated October 6, 1986 from the Peel Board of Education.

COMMENTS: As part of the Central Parkway West extension, the City requires a small road widening from the Britannia Secondary School described as Part 1 on Reference Plan 43R-13625 which consists of 0.0123 hectares (1,320 square feet). An Offer to Sell from the Peel Board of education has now been received in the amount of $3,900., plus legal costs. This amount is based on the appraised market value of $130,000. per acre as estimated by the Clerk's Department.

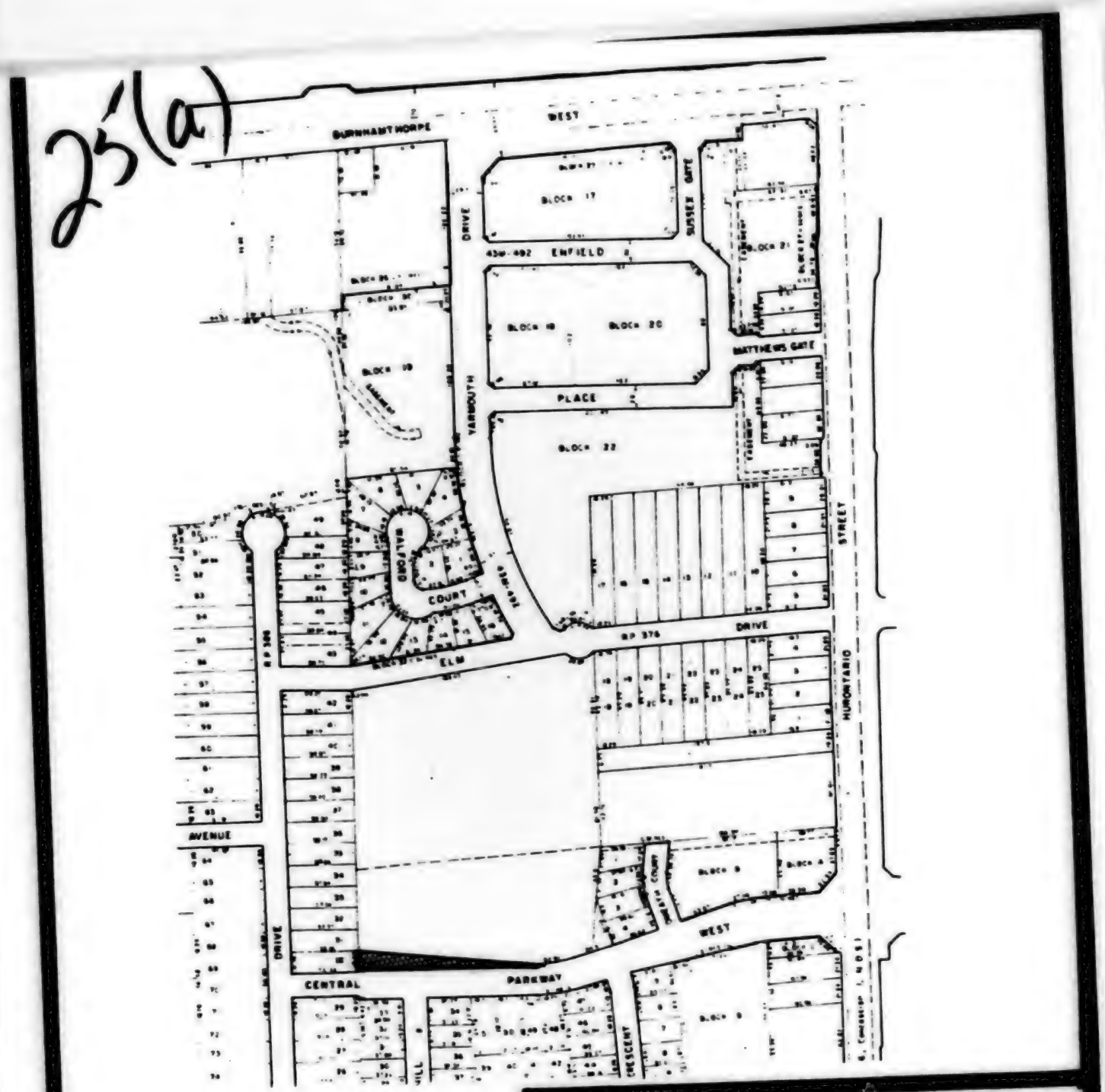
RECOMMENDATION: That a by-law be enacted authorizing execution of the Offer to Sell dated October 6, 1986 from the Peel Board of Education for the lands described as Part of Lot 16, Concession 1, N.D.S. and designated as Part 1 on Reference Plan 43R-13625 and all other documents related to the provisions of the Offer.

Terence L. Julian, A.M.C.T.,C.M.C.
City Clerk

RKJ/lmc
2114C/86C

FORM 145

25(a)



CITY OF MISSISSAUGA
CLERKS DEPARTMENT
REALTY SERVICES

CENTRAL PARKWAY WEST EXTENSION
BRITANNIA SECONDARY SCHOOL

FILE No. J.05.01
A.02.07.05.01

26

MISSISSAUGA PUBLIC VEHICLE AUTHORITY

OCTOBER 7, 1986
A.03.04.01 - 308C/159C

OCT 29 1986

REPORT NO. 7-86

OPERATIONS/WORKS

TO: The Operations and Works Committee

LADIES AND GENTLEMEN:

The Mississauga Public Vehicle Authority presents its seventh report and recommends:

PVA-55-86 That the letter dated October 9, 1986, from Mr. Antonio Gomez, representative of the Airport Limousines Drivers Association, stating that he is resigning from the Public Vehicle Authority effective October 21, 1986, be received with regret.

A.03.04.11.03
(PVA-55-86)

PVA-56-86 That the report dated September 5, 1986, from Mr. A. E. McDonald, Acting Commissioner of Building and Mr. L. W. Stewart, City Solicitor regarding an amendment to By-law 697-84, as amended - Section 62(6), Priority List, be deferred to the November meeting of the Public Vehicle Authority, to allow members of the taxi industry time to study the report.

L.08.02
L.08.04.02
(PVA-56-86)

26(a)1

PVA-57-86 That the letter dated September 24, 1986, from Mr. Frank Clifford to the Chairman and Members of the Public Vehicle Authority, asking that the members of the Public Vehicle Authority consider an increase in the flat rates for taxicabs regarding trips to and from Lester B. Pearson International Airport be referred to staff for a report to the November meeting of the Public Vehicle Authority.

L.08.02
(PVA-57-86)

PVA-58-86 (a) That the recommendations included in the report dated October 6, 1986, from the Leasing Subcommittee of the Public Vehicle Authority regarding leasing of Taxicab Owner's Licences, be referred to the Legal Department for incorporation into the Licensing By-law 697-84, as amended, including any amendments or changes that are deemed to be appropriate.

(b) That the above noted amendments to By-law 697-84, as amended, be referred back to the Public Vehicle Authority for its consideration.

L.08.02
(PVA-58-86)

PVA-59-86 That Request for Report #215-86, Spare Fleet Vehicles, be deferred until an extensive report on the leasing of taxicab licences is finalized.

L.08.04.01
(PVA-59-86)

PVA-60-86 That the report dated October 6, 1986 from Mr. A. E. McDonald, Acting Commissioner, Building, Zoning and Licensing Department, relating to Mr. Ajit Singh's notice on behalf of Aerofleet Taxicab Services Limited, of Aerofleet Taxicab Services Limited's intention to increase the monthly brokerage dues from $250.00 to $300.00 per month, be received.

L.08.02
(PVA-60-86)

2(a)(b)

PVA-61-86 That the report dated October 6, 1986 from Mr. A. E. McDonald, Acting Commissioner, Building, Zoning and Licensing Department, relating to Mr. Peter Hamilton-Smith's notice on behalf of City Taxi, of City Taxi's intention to increase the monthly brokerage dues from $230.00 to $250.00 per month, be received.

L.08.02
(PVA-61-86)

PVA-62-86 That the taxicab industry be informed of the steps being taken by Transport Canada to combat "Scooping" at the Airport, as outlined in a letter dated October 3, 1986, from Mr. J. P. Mattick, Manager of Airport Operations at Pearson International Airport to Mr. R. Nisbet, Manager, Public Vehicle Licensing.

L.08.04.03
(PVA-62-86)

PVA-63-86 (a) That the offer by City Taxi to provide free transportation to senior citizens on November 9 & 11, 1986, as specified in letters dated October 10, 1986, from City Taxi to local Royal Canadian Legion Halls, for Rememberance Day cenotaph and church services, be approved.

(b) That appreciation be expressed to City Taxi for their generous offer to the senior citizens in Mississauga.

L.08.04.01
(PVA-63-86)

CITY OF MISSISSAUGA

M I N U T E S

MEETING FOURTEEN EIGHTY-SIX

NAME OF COMMITTEE: OPERATIONS AND WORKS

DATE OF MEETING: WEDNESDAY, OCTOBER 29, 1986, 9:35 A.M.

PLACE OF MEETING: COUNCIL CHAMBERS

MEMBERS PRESENT:
Councillor H. Kennedy
Councillor P. Mullin
Councillor L. Taylor
Councillor D. Culham (Chairman)
Councillor D. Cook
Councillor T. Southorn
Mayor H. McCallion (Ex-officio)

MEMBERS ABSENT: NIL

OTHERS PRESENT: Councillor M. Prentice

STAFF PRESENT:
Mr. D.A. Lychak, City Manager
Mr. A. McDonald, Acting Commissioner of Building/Zoning/Licensing
Chief G. Bentley, Fire Department
Mr. R. Charlton, Engineering and Works Department
Mr. J. Thomas, Traffic Section (re item 1)
Ms. O. Carmen, Public Affairs (re item 5)
Mr. L.W. Stewart, City Solicitor
Ms. L. Mailer, Committee Coordinator

DEPUTATIONS - 9:30 A.M.

A. Mr. J. Bonvivere, representing Jacobelli Developments Ltd.

C.01.03

SEE ITEM 1

B. Mr. D. Rechtsman, General Chairman Municipal Liaison Committee and Ms. Grace Dodds, Municipal Liaison Coordinator, Toronto Home Builders' Association

A.00.02.01
A.06.01

SEE ITEM 2

MATTERS CONSIDERED:

1. Report dated October 21, 1986, from the Commissioner of Engineering & Works with respect to Jacobelli Developments Ltd., S.P. 180-84, and access to Dundas Street. The subject site is located at the southeast corner of Dundas Street and Southcreek Road.

In September 1984 site plan processing commenced on plans to redevelop the site for a self-serve gas bar and a 24-hour donut shop. As a condition of site plan approval, the Engineering Department requested that the two proposed service station angled ramp access points to Dundas Street be eliminated in favour of a full access near the easterly property limit. This condition, was placed on the site plan for immediate implementation, however, after discussions with the applicant it was agreed that the access would be relocated upon signalization of the intersection and that our agreement to carry out these works at the applicant's expense (approximately $1,056.00) would be registered on title. On the strength of this agreement, the Engineering Department issued a clearance which permitted the applicant to obtain a foundation permit. Subsequent to issuance of the building permit Ultramar refused to execute the necessary agreement pertaining to the Dundas Street access and sight triangle dedication.

Their reluctance to comply with the site plan agreement is based on their position that the removal of the right-in/right-out access in favour of a full access to Dundas Street, will result in a reduction of gasoline sales. It has been, and still is, the position of the Engineering Department that the access requirements as identified for Dundas Street must be retained.

The concern centres on both vehicular and pedestrian traffic using this intersection particularly when signalization occurs. As can be seen on the attached sketch, the intersection is offset and if the two proposed access ramps were approved the westerly one would be within the intersection. Motorists using the west access for outbound movements will be entering a signalized intersection at an undesirable location, without benefit of a signal display, and conflicting with traffic from Southcreek Road. This is an unsatisfactory and hazardous condition. This Department has experienced traffic operational problems at another location where there has been a combined gas bar and donut shop, particularly when in close proximity to a signalized intersection.

RECOMMENDATION:

That Jacobelli Development Ltd., and Ultramar Canada Inc. fulfill the access and sight triangle dedication requirements for Dundas Street previously identified as a site plan approval for S.P. 180-84.

Mr. John Bonvivere, Traffic Planning Consultant, representing Jacobelli Developments Ltd. and Ultramar Canada Inc. appeared before the Committee. Mr. Bonvivere advised that in order to address the traffic safety concerns, his Client proposes that the two access driveways off Dundas Street East be moved 2.2 meters away from the Southcreek Road intersection. The most westerly access driveway has been moved away from the corner and the confines of the pedestrian crosswalk and the ingress ramp is beyond the corner radius and not in the intersection as presently exists. As a further improvement the existing bus bay pull would be extended westerly towards the Southcreek Road intersection which would create a more definite deceleration and right turn entry for both the service station and the bus stop. At the same time, his Client has offered a cash contribution towards the installation of future installation of traffic signals if required. Mr. Bonvivere requested that the two accesses off Dundas Street East be permitted as proposed.

Councillor Cook advised that he has reviewed this thoroughly and agreed with the Applicant's request. Southcreek Road is a dead end with very little vehicle traffic generated and limited pedestrian movement. The installation of traffic signals and the offset pedestrian walkway will alleviate the concerns. Further, the proposal by the Applicant is far superior to what presently exists at this intersection. Ultramar have refused to finalize the arrangements for the donut shop with Jacobelli unless the two accesses are permitted. Councillor Cook recommended that the request by Mr. Bonvivere be approved.

Mr. John Thomas of the Traffic Section reviewed the site plan and Staff's position with respect to permitting only one ingress/egress off Dundas Street East. Mr. Thomas advised that the warrants are not currently met for traffic signals; however, some further development or re-development would require the installation.

Councillor Cook's motion was voted on and lost.

Councillor Taylor moved approval of the staff recommendation. This motion was voted on and carried.

C.01.03

See Recommendation OW-389-86 (L. Taylor)

2. Report dated October 21, 1986, from the Fire Chief regarding the fire potential in new residential subdivisions further to the discussion of the Committee at its meeting on September 3, 1986, regarding the following recommendations:

(a) That the Fire Department, in conjunction with Public Affairs, develop an information brochure to be attached to all building permits outlining the contractors responsibilities under the Ontario Fire Code and indicating the municipalities intention to enforce the appropriate sections of the Ontario Fire Code pertaining to open burning, access to the site and the maintenance of and access to hydrants.

(b) That every 7th lot in a draft plan of residential subdivision be designated as a fire break and further that the Fire Department review all draft plans of residential subdivision to designate those lots which the developer is obligated to leave as fire breaks. These conditions to be incorporated into Schedule 'C' of the Servicing Agreement as well as the Financial Agreement which is registered on title.

(c) That the Building Department process all applications for building permits and issue foundation only permits for the designated fire break lots. The issuance of the superstructure permits for these lots will only be released upon the approval of the Chief Building Official (in conjunction with the Fire Chief) at such time that, in the opinion of the Chief Building Official, the intent of this restriction has been satisfied and that no more than six (6) consecutive buildings will be under construction in a framed state.

The Committee requested comments on the following:

(a) Costs involved in implementing this requirement;
(b) Whether the municipality or the building trade should be responsible for fire prevention controls for the residential housing trade;

Discussion has been held with staff of the departments who would be impacted by the requirements which included building, legal and the fire department and the sequence of activities or steps required to implement the fire break lot requirement identified.

In assessing any additional costs it is apparent that all steps in the process can be handled by existing staff incorporating a fairly simple process. Staff from all departments feel that this would not have any effect on their departmental budgets.

The question of which party should assume responsibility for fire prevention matters in new subdivision areas is debatable. It can be argued that the industry should be self policing in this matter. If this is feasible then one could question the need for the various inspections and agreements that are required for each new building. Obviously these are essential in order to protect the public and particularly the home buyer in one of their more significant purchases during their life time. The difficulty with any industry wide self regulatory process is the lack of a single body to regulate the industry and the lack of penalty for non compliance. The building industry readily acknowledges this.

Both the Municipal Act and the Planning Act detail a wide range of actions that can be considered by a municipality for the well being and protection of the public. Fire matters and the means to control the potential for conflagrations falls into the categories addressed in these Acts. It would follow from this that any fire prevention measures deemed necessary should be instigated and implemented by the municipality in the interest of property preservation for those persons who have taken residency in a subdivision under construction or others who are located adjacent to the new areas.

RECOMMENDATION:

That the supplementary report dated October 21, 1986, from the Fire Chief regarding fire potential in new subdivisions be received.

The Fire Chief further recommends adoption of the following:

(a) That the Fire Department, in conjunction with Public Affairs, develop an information brochure to be attached to all building permits outlining the contractors responsibilities under the Ontario Fire Code and indicating the municipalities intention to enforce the appropriate sections of the Ontario Fire Code pertaining to open burning, access to the site and the maintenance of and access to hydrants.

(b) That every 7th lot in a draft plan of residential subdivision be designated as a fire break and further that the Fire Department review all draft plans of residential subdivision to designate those lots which the developer is obligated to leave as fire breaks. These conditions to be incorporated into Schedule 'C' of the Servicing Agreement as well as the Financial Agreement which is registered on title.

(c) That the Building Department process all applications for building permits and issue foundation only permits for the designated fire break lots. The issuance of the superstructure permits for these lots will only be released upon the approval of the Chief Building Official (in conjunction with the Fire Chief) at such time that, in the opinion of the Chief Building Official, the intent of this restriction has been satisfied and that no more than six (6) consecutive buildings will be under construction in a framed state.

The Fire Chief reviewed the report and confirmed Staff's position that the policy would not be administratively burdensome.

Mr. McDonald advised that Staff feel this is a positive step in preventing the spread of fires and while it cannot be applied retroactively, builders should implement the system immediately. He pointed out that it will be one to two years before this condition will be in a registered plan and applied at the building permit stage.

In this regard, the Mayor suggested that Staff write to all active builders in the City advising that this policy has been adopted and encouraging them to voluntarily implement it in current subdivisions.

In response to a concern that this restriction may delay the closing date on the designated lot, the Mayor recommended that the plan of subdivision be posted in new home sales offices clearly identifying the designated fire break lot so that a prospective purchaser would be aware of this added condition at the time of purchase.

Mr. Rechtsman of the Toronto Homes Builders Association advised that through the Association builders would be encouraged to voluntarily practise the policy immediately. At the same time Mr. Rechtsman expressed concern that another condition was being included in Schedule 'C' which is already rather onerous and may add to the "red tape."

A.00.02.01
A.06.01

Approved
See Recommendation OW-390-86 (H. McCallion)

3. Report dated September 11, 1986, from the Commissioner of Engineering & Works regarding improvements to driveway accessibility where roll type curbs are in existence.

Roll type curbs were typical of the type installed in plans of subdivision years ago. It was felt that the roll type curb was conducive to driveway access being at any location and therefore when the driveway locations were in fact determined, it did not really matter whether the garage was on the right of left hand side of the house as the driveway could be located at any point along the curb. Today, there are approximately 3,000 driveway locations where this condition exists and in certain circumstances residents have found it necessary to place asphalt wedges in the gutter to assist them in eliminating a bump. The problem depends on a number of factors some of which re grade of road, grade of driveway, type of car (length of wheelbase), etc.

The existing policy was adopted in July 1975 (copy attached). The present cost for a driveway cut charges to a homeowner is $30.00 per metre ($9.00 per foot) and the total cost obviously depends upon whether the Applicant has a single or double driveway. An Application is made to the Engineering Department and the resident pays for the cost of the improvement at that time.

To estimate the cost involved, a driveway was assumed to be 16 ft. wide, i.e. half the distance between a single and a double at a cost of $10.00 per lineal foot. On this basis there would be 48,000 ft. of driveway to reconstruct at a cost of $480,000.00. Adding the cost of the asphalt repair involved would bring this figure up to approximately $500,000.00. These roll type curbs are eliminated at driveways when the street is reconstructed or asphalt resurfacing takes place, however, as these curbs are only twenty years old it is reasonable to assume that they have at least another twenty to thirty years of life.

A policy change is presented with a view to speeding up the elimination of these roll type curbs if the resident is really concerned about the situation.

RECOMMENDATION:

(a) That a policy be implemented commencing Mayl, 1987 whereby the City undertakes improvements to driveways where roll type curbs exists upon receipt of an application by the property owner and payment of $5.00 per lineal foot to be carried out on a first come, first serve basis with the balance of the cost being paid by the City.

(b) That consideration be given to include $50,000.00 (gross) $50,000.00 (net) in the 1987 Current Budget of the Engineering and Works Department for this purpose.

(c) That in the interim any applicant requesting correction of the roll type curb be advised of the proposed change in policy.

This report was considered at the Operations and Works Committee meeting of October 1, 1986, and Committee recommended no change in the current policy due primarily to other high priority budget items.

Council at its meeting on October 14, 1986, referred the matter back to Committee for further consideration.

Councillor Southorn commented that not only roll type curbs cause problems but many residents have difficulty with access to driveways because of the curbs. Councillor Southorn recommended that the policy apply to rectification of any type of curb upon application by the homeowner. The motion, as amended was voted on and carried.

F.05.01

Amended
See Recommendation OW-391-86 (T. Southorn)

4. Report dated September 23, 1986, from the Commissioner of Engineering & Works regarding the hedge adjacent to 2524 Mason Heights Drive (S. Dwyer).

Council at its meeting of July 16, 1986 adopted the following recommendation:

"That the following Traffic Safety Council recommendation of June 25, 1986, be referred to the Operations and Works Committee meeting scheduled for August 11, 1986:
That no further action be taken with respect to the hedge adjacent to 2524 Mason Heights and that Mr. S. Dwyer be so advised."

The Department was requested to set up an on-site meeting with Mr. Dwyer, Mr. D. Hancock a representative of the Traffic Safety Council and staff from the City's Traffic Section. The site meeting was held on August 22, 1986 and was attended by the following people and the matter has been thoroughly reviewed.

The situation that Mr. Dwyer is concerned about is, in our opinion, similar to almost any driveway in the City. In this case the "problem" is created by a hedge, a similar situation could, in our opinion, be created by other obstructions including vehicles parked in an adjacent driveway or even vehicles parked in the same driveway. These situations also create sight obstructions for vehicles driving out of private driveways.

RECOMMENDATION:

That no further action be taken with respect to the hedge adjacent to the driveway at 2524 Mason Heights and that the report dated September 23, 1986, from the Commissioner of Engineering and Works regarding this matter be forwarded to Mr. S. Dwyer and Mr. D. Hancock, Landscape Consultant, for their information.

F.06.01

Approved
See Recommendation OW-392-86 (H. McCallion)

5. Report dated October 10, 1986, from the Commissioner of Engineering & Works and Director of Public Affairs with respect to the development of a publicity campaign asking residents to shovel the snow from sidewalks surrounding their homes and businesses and to consider a communications vehicle that would outline to Mississauga residents the current level of street snow removal service. In an effort to combine the complementary issues a joint street and sidewalk snow removal campaign is proposed.

Through the implementation of a snow removal campaign, the City will be able to:

1. Inform City of Mississauga residents and the business community of the level of snow removal service currently provided by the City;
2. Encourage residents in the City of Mississauga to clear sidewalks surrounding their properties after a snowstorm;
3. Increase residents' awareness of the importance of removing snow and ice from public sidewalks surrounding their properties within a reasonable time after a snowfall and of keeping public sidewalks clear at all times;
4. Inform senior citizens and physically-disabled persons about the $65/year subsidy from the City for snow removal service.

The snow removal campaign will consist of the following elements:

1. A two-colour map centre spread in the new City of Mississauga section of the Mississauga news;
2. Supporting text/article for the map explaining the level of service and providing winter safety tips;
3. Cartoon (similar to those that appear in Network) serving as a lighthearted message requesting resident support in clearing sidewalks. Suggested caption:

KEEP MISSISSAUGA ON ITS FEET --
CLEAR YOUR SNOW AND SLEET

The elements of the snow removal campaign will convey the following messages:

1. Heavily travelled access roads, bus routes, major arteries to hospital zones and to senior citizens homes are currently cleared on a priority bases;
2. Sidewalks on priority routes are also cleared by the City;
3. Residents who do not live on priority routes are asked to help keep public sidewalks free of snow and ice to ensure the safety of pedestrians, particularly those who are aged or disabled;
4. Keeping public sidewalks free of snow and ice is thoughtful and considerate;
5. Senior citizens and physically-disabled persons are entitled to a $65/year subsidy for snow and ice-clearing services. Applications are available through the Treasury Department. Although the City is not able to provide staff or persons to remove snow and ice, it will refer inquiries to other sources.

The primary audiences for the campaign are City of Mississauga residents and members of the business community who will find this information useful for travelling to and from work and necessary for access to emergency services immediately following a snow fall. Property maintenance companies and personnel are a secondary audience as they provide valuable snow clearing services of private walks and driveways.

A budget has been set aside for the production of a snow removal publication and will be used to promote the snow removal campaign in the following manner:

TV Introduce program with message on Mayor's Cable 10 television program and other applicable Cable 10 programs.

Radio Place public service messages on CJMR (1190 AM) following snowfalls to remind residents to clear walkways for their neighbours.

Print Produce map of Mississauga outlining priority routes in the City page of the Mississauga News.

Arrange an overprint of the supplement to have quantities available to mail out in response to public inquiries and internal requests.

Place reminder ads/articles on City Page of the Mississauga News throughout the winter as needed.

Print cartoon encouraging residents to clear their walkways if they do not live on a priority sidewalk route .

All elements of the snow removal campaign will be complete for placement in the first City page of the Mississauga News scheduled the first week of November. Also, additional elements such as the section over-print will be completed before the end of November in anticipation of early snowstorms (A detailed production schedule is available).

RECOMMENDATION:

The the implementation of the Snow Removal Campaign as outlined in this report dated October 10, 1986, from the Commissioner of Engineering & Works and Director of Public Affairs be approved.

Councillor Taylor questioned the sidewalk snow removal campaign to encourage residents to shovel the snow adjacent to their properties. He noted that there is provision to pass a by-law making it mandatory but this causes confusion as to who is responsible especially in areas of reverse frontages. Councillor Taylor suggested that the entire policy be brought to the Committee for consideration along with information on the experience of other municipalities who have passed mandatory sidewalk snow shovelling by-laws.

Due to the imminent winter season, it was agreed that the current program should proceed, but that a report be brought back to the Committee in early January (1987) in this regard.

Mayor McCallion recommended that a pamphlet be developed clearly outlining the service and delivered to residences (including apartments) in the same manner as the City's Recreation and Parks Brochure so that all residents are aware of the level of service provided. The Mayor recommended that Councillors D. Culham and L. Taylor meet with Public Affairs and Engineering and Works Staff to consult on the brochure.

F.05.03.02

Amended
See Recommendation OW-393-86 (H. Kennedy)

6. Report dated October 22, 1986, from the Commissioner of Engineering & Works detailing the flooding complaints during the Summer of 1986. The City received sixty flooding complaints through July, August and September 1986. Twenty-five claims for damages have been received by the City with respect to these complaints. Most of the claims are in the form of intention to claim and do not specify actual damages.

In addition, a number of scattered nuisance surface floodings and bank erosion incidents were reported during the summer period and are being dealt with separately.

With regard to the floodings experienced, the drainage system problems found appear generally related to a number of probable causes such as debris plugging grates, infiltration, existing storm sewer system capacity being exceeded and past system design standards.

The report deals with the major problems encountered during this summer's frequent rain storms, and a future report will deal with some of the lesser problems.

RECOMMENDATION:

That the storm drainage problems outlined in the report from the Commissioner of Engineering and Works dated October 22, 1986 be referred to the 1987 Capital Budget for consideration and that the Commissioner be authorized to work with the Metropolitan Toronto and Region Conservation Authority and the Credit Valley Conservation Authority with respect to problems on the Little Etobicoke Creek, the Cawthra Creek and the Cooksville Creek.

In response to a question, Mr. Lychak confirmed that the City's insurance provides for $100,000.00 deductible on each claim. Councillor Kennedy expressed concern with the current procedure of processing claims. A resident is requested to write to the Clerk who forwards the claim to our insurance adjusters for investigation when in fact the City is responsible up to $100,000.00. Councillor Kennedy recommended that the City Manager prepare a report for a future meeting outlining the procedure for processing what is referred to as exgratia claims.

F.03.03
J.05.86030

Amended
See Recommendation OW-394-86 (L. Taylor)

7. Report dated October 14, 1986, from the Commissioner of Engineering & Works regarding drainage improvements on Fowler Lane. This project was addressed and approved in 1986 and funding for the reditching scheme was estimated to be $50,000.00. During the design phase of the work, a more intensive investigation of the problem was made and it was found that ditches on Fowler Lane are unable to resolve and accommodate the large flows from the research vacant lands to the west. The solution to the problem lies in the construction of a storm sewer on Fowler Lane outletting to an existing storm system at Fifth Line and terminating in a catch basin manhole to pick up the large overland flow from the undeveloped lands to the west.

The proposed storm sewer is sized to accommodate the Fowler Lane drainage shed as well as the vacant lands to the west under full development at some future time with the associated gross costs to be $100,000.00.

Revised budget for the Fowler Lane Storm Sewer	$100,000.00
Funds provided in the 1986 budget	50,000.00
Additional funds required	$50,000.00

RECOMMENDATION:

That the 1986 Capital Budget for the Fowler Lane drainage scheme be revised from $50,000.00 to $100,000.00 and that the additional $50,000.00 required to facilitate the storm sewer on Fowler Lane be allocated from the capital contingency within the capital reserve fund and the necessary by-law be enacted to authorize the transfer of these funds.

J.05.86033

Approved
See Recommendation OW-395-86 (L. Taylor)

8. Report dated October 16, 1986, from the Commissioner of Engineering & Works with respect to an extension of municipal servicing completion dates for Grumbletonian Construction Limited, CA "B" 4-8/84-M, located north of Dundas Street and west of the Credit Woodlands.

In accordance with the requirements of Schedule "F" the Servicing Agreement for the subject development (servicing for 6 residential lots on Balleyclare Drive and Dundas Crescent) the municipal servicing completion dates are:

(a) Underground services on or before June 30, 1986
(b) Asphalt, boulevard sodding and reditching on or before August, 1986

Grumbletonian Investments has decided not to proceed with this development in 1986, and requested approval to extend the servicing completion dates for one year. Town Planning Consultants Inc., Consulting Engineers for the developer have submitted documentation indicating that the estimated cost of the servicing works in accordance with Schedule "D" of the Agreement would increase by the amount of $10,238.41, as a result of this extension.

Provided that the developer arranges to have the Letter of Credit securing the servicing works increased from the present value of $78,494.52 to $88,732.93 this Department would have no objection to the requested extension.

RECOMMENDATION:

(a) That notwithstanding the requirements of the Servicing Agreement for Grumbletonian Investments Limited, CA "B" 4-8/84-M, located north of Dundas Street West and west of The Credit Woodlands, that a one year extension to the municipal servicing with Schedule "F" of the Agreement be approved.

(b) That as a condition of the approval of the extension of the servicing completion dates, the developer be required to increase the value of the Letter of Credit securing the servicing works from the present value of $78,494.52 to $88,732.93 and that Schedule "D" of the Servicing Agreement be so revised to reflect the increased servicing costs.

B.07.84004

Approved
See Recommendation OW-396-86 (L. Taylor)

9. Report dated October 7, 1986, from the Commissioner of Engineering & Works in response to a request from Willesden Realty Limited for an extension of the municipal servicing completions dates for the top course of asphalt, sidewalks, curb top and boulevard sodding on Redpine Crescent and Queen Street West in the Bevark Subdivision (lands located north of Lakeshore Road/east of Lorne Park Road).

In as much as a substantial number of building lots on Redpine Crescent and Blocks 54, 64 and 65 on Queen Street are as yet undeveloped an extension could be granted to September 30, 1987 although the developer has been requested to complete the top course of asphalt on Spence Court as all the building units on the street have been completed.

No reduction in the Letter Credit will be granted once Spence Court is completed as the estimated cost of these works will offset the increased costs for the remainder of the works due to the one year extension.

RECOMMENDATION:

(a) That notwithstanding the requirements of Schedule F-1 of the Servicing Agreement for Bevark Subdivision, (Plan 43M-462 - located north of Lakeshore Road/East of Lorne Park Road) the developer be advised that the completion dates for top course asphalt, curbs, sidewalks and boulevard sodding on Redpine Crescent and Queen Street be extended to September 30, 1987.

(b) That the top course of asphalt be placed on Spence Court prior to October 31, 1986.

(c) That no reduction be granted in the Letter of Credit upon completion of the top course of asphalt on Spence Court as the estimated cost of this work will offset the increased costs for the completion of the aboveground works on Redpine Crescent and Queen Street as a result of the one year extension to the completion dates of works in accordance with (a).

B.06.462.02

Approved
See Recommendation OW-397-86 (L. Taylor)

10. Report dated September 30, 1986, from the Commissioner of Engineering & Works regarding the assumption of Finery Investments Limited Subdivision, Plan M-420, located north of Finch Avenue and west of Hwy. #427. As far as the Engineering and Works Department is concerned, the developer has complied with all the requirements of the Engineering Agreement for the installation of municipal services.

The Engineering and Works Department has received $4,500.00 as cash in lieu of completing the repairs to the top course asphalt. We recommend that the funds be placed in the Subdivision Repairs Account P.N. 85-157 for use by the Engineering and Works Department in completing these works.

RECOMMENDATION:

(a) That the City of Mississauga assume the municipal services constructed by Finery Investments Limited, under the terms of the Engineering Agreement for Plan M-420, located north of Finch Avenue and west of Hwy. #427.

(b) That the City Treasurer be directed to release the Letter of Credit for the Engineering Agreement for Plan M-420 presently valued at $73,853.60 to the developer, Finery Investments Limited.

(c) That the City Treasurer be directed to release the Letter of Credit for $1,500.00 to the developer, Finery Investments Limited.

(d) That the City Treasurer be directed to place the $4,500.00 received from Finery Investments Limited into Account P.N. 85-157 for the use by the Engineering and Works Department in completing the top course asphalt repairs.

(e) That a by-law be enacted to establish the road allowance within Plan M-420 as public highway and part of the municipal system of the City of Mississauga.

B.06.620.02

Approved
See Recommendation OW-398-86 (L. Taylor)

11. Report dated October 20, 1986, from the Commissioner of Engineering & Works with respect to the assumption of the municipal works for Willowmore Way Subdivision, Plan 43M-444, located south of Derry Road West and east of Glen Erin Drive.

The subject development consists of 16 residential lots and as far as the Engineering and Works Department is concerned, the developer, Markborough Properties Limited, has complied with all the requirements of the Engineering Agreement for the installation of municipal services except for various minor above ground deficiencies in the amount of $400.00. The developer has provided the City with a cheque in this amount and the City subdivision repair contractor will correct these deficiencies in the 1986 construction season.

There are still some outstanding landscape works remaining within this subdivision and $500.00 will be held back on the Letter of Credit until these works are completed by the developer and the Recreation and Parks Department have issued a final acceptance certificate.

RECOMMENDATION:

(a) That the City of Mississauga assume the municipal works as constructed by the developer, Markborough Properties Limited under the terms of the Engineering Agreement for Willowmore Way Subdivision, Plan 43M-444 located south of Derry Road West and east of Glen Erin Drive.

(b) That the City Treasurer be authorized to reduce the Letter of Credit (current value $38,865.71) to $500.00 and that on completion of outstanding landscape works by Markborough Properties Limited, and issuance of a final acceptance certificate by the Recreation and Parks Department, the City Treasurer be authorized to release the remaining amount.

(c) That a by-law be enacted to establish the road allowances within Plan 43M-444 as public highway and part of the municipal system of the City of Mississauga.

B.06.444.02

Approved
See Recommendation OW-399-86 (L. Taylor)

12. Report dated October 20, 1986, from the Commissioner of Engineering & Works regarding a draw on the developer's securities for the completion of grading corrective works on Lot 28 right, Plan 43M-340, Bellamy Subdivision located Z-26, north of Rathburn Road and east of Dixie Road. Under the terms of the Servicing Agreement for the Plan 43M-340, Bellamy Construction Company Limited is responsible for the proper grading of all lots within the subdivision.

RECOMMENDATION:

That the Commissioner of Engineering and Works be authorized to complete the outstanding grading corrective works on Lot 28 right, Plan 43M-340, Bellamy Subdivision located north of Rathburn Road and east of Dixie Road at an estimated cost of $2,000.00 and that the City Treasurer, be authorized to draw on the developer's Letter of Credit, presently valued at $29,808.76, to complete the works.

B.06.444.02

Approved
See Recommendation OW-400-86 (L. Taylor)

13. Report dated October 1, 1986, from the Commissioner of Engineering & Works regarding a draw on developer's securities for the completion of grading rectification works on Lots 3, 4 and 5, United Lands Corp. (lands located east of Mississauga Road/south of Highway 403).

RECOMMENDATION:

(a) That the Commissioner of Engineering and Works be authorized to complete the outstanding grading rectification works on Lots 3, 4 and 5, Plan 43M-526, United Lands Corp. (lands located east of Mississauga Road/south of Highway 403) at an estimated cost of $20,000.00.

(b) That the Commissioner of Engineering and Works be authorized to engage R.E. Winter and Associates for design and supervision of the works.

(c) That the City Treasurer be authorized to draw on the Developer's Letter of Credit to defray the costs incurred by the City pursuant to parts (a) and (b) above.

B.06.562.02

Approved
See Recommendation OW-401-86 (L. Taylor)

14. Report dated October 21, 1986, from the Commissioner of Engineering & Works regarding a Draw on the developer's securities for the completion of grading rectification works on Lot 164, Plan 43M-445, Sheridan Mills Subdivision, located east of Erin Mills Parkway and south of Britannia Road West.

Under the terms of the Servicing Agreement for Plan 43M-445, the developer, Donlee Holdings Limited is responsible for the proper grading of all lots within the subdivision.

Council at its meeting on July 7, 1986, adopted the following recommendation:

"That the Commissioner of Engineering and Works be authorized to complete the outstanding grading rectification works on Lots 165, 166 and 167, Plan 43M-445, Sheridan Mills Subdivision, located east of Erin Mills Parkway and south of Britannia Road West at estimated cost of $19,500.00.

The developer and builder, Silverstar Homes, attempted to reach an agreement after that date for the regrading works, however, were unsuccessful and the City's subdivision repair contractor undertook the works with the sodding being the only outstanding item which is to be completed shortly.

On September 26, 1986, staff reviewed the works on site with particular attention to the tie-in at Lot 164. It was discovered at that time that the grading at the rear right hand corner of Lot 164 was approximately one metre too high and did not conform to the design for the retaining wall on Lots 165 to 167 inclusive as prepared by Allan C. Randles Limited. The homeowners on Lot 164 constructed a retaining wall along the right lot line from the front of the house to the rear lot line in 1985 to level up the sideyard area after being advised that the grading of the rear yard was satisfactory.

In a letter to Donlee Holdings Limited dated September 29, 1986 (hand delivered), it was indicated that regrading works would be required on Lot 164 and a site meeting was requested to be arranged as soon as possible to include the homeowner, the builder, the consulting engineer, the developer and City staff in attendance. This matter was to be resolved by October 15, 1986, and as of this date, the developer has not responded.

RECOMMENDATION:

(a) That the Commissioner of Engineering and Works be authorized to complete the outstanding grading rectification works on Lot 164, Plan 43M-445, Sheridan Mills Subdivision, located east of Erin Mills Parkway and south of Britannia Road West at an estimated cost of $7,000.00.

(b) That the Commissioner of Engineering and Works be authorized to engage a consulting engineer for the supervision of the current grading works at an estimated cost of $700.00.

(c) That City Treasurer be authorized to draw on the developer's Letter of Credit to defray the costs incurred by the City pursuant to parts (a) and (b).

B.06.445.02

Approved
See Recommendation OW-402-86 (L. Taylor)

15. Report dated October 14, 1986, from the Commissioner of Engineering & Works in response to a request from John Knox Christian Home and School Association for permission to place a banner on the Petro Canada railway overpass above Lakeshore Road West between November 12 and 22, 1986. This banner will be used to advertise the annual John Knox Bazaar on November 22, 1986.

A letter of permission has been included from Mr. R.E. Dart of Petro Canada as well as proof of liability insurance in the amount of one million dollars.

This is an annual request from the John Knox School, and since the banner has been installed without problem for a number of years, the Engineering Department has no objections to this year's request, subject to the usual conditions for banner installation.

RECOMMENDATION:

That John Knox Christian School be permitted to install a banner on the Petro Canada overpass above Lakeshore Road West, between November 12 and 22, 1986 provided a "banner permit" is completed with the Engineering Department at least five days prior to installation.

L.09.05.01

Approved
See Recommendation OW-403-86 (L. Taylor)

16. Report dated OCtober 22, 1986, from the Commissioner of Engineering & Works in response to a petition from area residents for an all-way stop at Chigwel Court at Darcel Avenue. Residents are concerned that due to heavy volumes of traffic on Darcel Avenue, during peak hours there are delays turning left out of Chigwel Court. The intersection has been reviewed along with the accident records. Based on this study, all-way stop warrants are not satisfied under Part 'A' volume - Part 'B' - volume split, or accidents.

The residents of Chigwel Court have stated that they are experiencing side street delay. The results of this study do not reflect any serious delay, in fact volumes on Darcel Avenue over the peak hours averaged less than four (4) vehicles per minute or one vehicle every fifteen (15) seconds. These results definitely do not warrant an all-way stop due to severe delay.

RECOMMENDATION:

That an all-way stop not be installed at Chigwel Court and Darcel Avenue as warrants have not been satisfied under Part 'A' - volume, Part 'B' - volume split or accidents.

F.06.04.05

Approved
See Recommendation OW-404-86 (H. Kennedy)

17. Report dated October 14, 1986, from the Commissioner of Engineering & Works regarding an extension of te parking of construction workers' vehicles on the north shoulder of Dundas Street, opposite their site at 880 Dundas Street West. Permission was initially granted in June of this year as it was anticipated the underground parking garage would be completed by late summer affording an area of parking for the workers. However, the garage will not be completed until at least late November and therefore requests an extension until the end of the year. The Engineering Department has no objection to this request dependent upon weather conditions. Should the parking of these vehicles obstruct snow plowing or removal then other parking arrangements will be required.

RECOMMENDATION:

That permission for the parking of United Lands Corporation Ltd., construction workers' vehicles opposite 880 Dundas Street West be extended until December 31, 1986 subject to weather conditions.

F.06.04.02

Approved
See Recommendation OW-405-86 (L. Taylor)

18. Report dated October 14, 1986, from the Commissioner of Engineering & Works in response to a concern expressed by Titus Steel Company Limited with traffic congestion on Crestlawn Drive due to parked vehicles. When parking occurs on Crestlawn Drive, deliveries of steel on tractor trailers are obstructed as vehicles cannot be maneuvered into their driveway. This causes delays on street to through traffic and frustration for the delivery drivers. The problem is the parked vehicles associated with a Fitness Centre on Crestlawn Drive. The Parking Control Section has advised that they have had little effect in enforcing the maximum three hour limit as most visitors to the Fitness Centre park for a shorter period of time.

In order to relieve this congestion, the affected businesses were polled and the results indicated the majority chose to prohibit parking on the south side of Crestlawn Drive from Dixie Road to the west limit of Crestlawn Drive.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize a parking prohibition on the south side of Crestlawn Drive from Dixie Road to the west limit of Crestlawn Drive.

F.06.04.02

Approved
See Recommendation OW-406-86 (T. Southorn)

19. Report dated October 2, 1986, from the Commissioner of Engineering & Works regarding proposed street names to be added to the Street Names Reserve List: Greenwich Park and Langton Green.

The submission was reviewed by the Region of Peel Street Names Committee and not approved as Greenwich Park conflicts with an existing street, Greenwich Circle in Brampton and Langton Green would be confused with Langston Drive in Brampton.

RECOMMENDATION:

That Greenwich Park and Langton Green not be added to the City of Mississauga Street Names Reserve List as they conflict with names in the City of Brampton.

Councillor Taylor inquired as to the policy of refusing street names on the basis that they conflict with street names in other municipalities in the Region. Councillor Taylor noted that the Region has approved the enhanced 911 emergency number which would identify the location of the call which would eliminate any confusion for the emergency services. Councillor Taylor recommended that the Region of Peel Street Names Committee review this policy and the refusal of the names Greenwich Park and Langton Green be deferred at this time.

F.02.07

Amended
See Recommendation OW-407-86 (L. Taylor)

20. Report dated October 20, 1986, from the Commissioner of Engineering & Works in response to a request from Mr. C.E. Bonds, 2012 Barsuda Drive for an extension to permit the completion of a boat which is being built on his property. The Department carried out an inspection and found the premises to be well kept and free of problems.

RECOMMENDATION:

That Mr. C.E. Bonds of 2101 Barsuda Drive be permitted a two year extension to maintain a temporary structure (boat) on his property.

Councillor Taylor recommended that this matter be referred back to Staff for further investigation.

L.01.06

Amended
See Recommendation OW-408-86 (L. Taylor)

21. Report dated October 20, 1986, from the Acting Commissioner of Building, Zoning and Licensing with respect to an application from a homeowner for assistance under the Termite Control By-law 741-81. The cost of the treatment has been estimated at $99.44 and the City's share would be 50%.

RECOMMENDATION:

That the application for a grant under the Termite Control By-law 741-81 made by the homeowner listed on Appendix 'A' attached to the report dated October 20, 1986, from the Acting Commissioner of Building, Zoning and Licensing be approved and that payment be authorized under the terms of the By-law upon satisfactory completion of the work.

A.02.03.03.07

Approved
See Recommendation OW-409-86 (T. Southorn)

22. Report dated October 2, 1986, from the Acting Commissioner of Building, Zoning and Licensing with respect to an application from a homeowner for assistance under the Termite Control By-law 741-81. The cost of the treatment has been estimated at $325.00 and the City's share would be 50%.

RECOMMENDATION:

That the application for a grant under the Termite Control By-law 741-81 made by the homeowner listed on Appendix 'A' attached to the report dated October 2, 1986, from the Acting Commissioner of Building, Zoning and Licensing be approved and that payment be authorized under the terms of the By-law upon satisfactory completion of the work.

A.02.03.03.07

Approved
See Recommendation OW-410-86 (T. Southorn)

23. Report dated October 21, 1986, from the Acting Commissioner of Building, Zoning and Licensing regarding an amendment to By-law 43-82 to provide for the appointment of By-law Enforcement Officers to reflect a staff change within the Department.

RECOMMENDATION:

That a by-law be enacted to amend By-law No. 43-82, as amended, being a by-law to provide for the appointment of municipal enforcement officers and peace officers to reflect a staff change within the Building Department.

L.07.01.02

Approved
See Recommendation OW-411-86 (L. Taylor)

24. Report dated October 10, 1986, from the City Solicitor regarding a by-law to prohibit the racing of motorcycles in the City which was requested as a result of an incident involving the use of Flavelle Boulevard for motor bike racing. In preparing the by-law it became apparent that a by-law had been passed under special legislation obtained so that the City could control attempts to establish raceways such as the recent Molson Indy 500 in Toronto. A by-law has been prepared which incorporates the original provisions of By-law 207-81 so that both aspects are covered:

That a by-law be enacted to prohibit the racing of motor vehicles on highways and to repeal By-law 207-81.

F.02.01

Approved
See Recommendation OW-412-86 (D. Cook)

25. Report dated October 10, 1986, from the City Clerk regarding the purchase of a small road widening from the Britannia Secondary School described which consists of 0.0123 hectares (1,320 square feet). An Offer to Sell from the Peel Board of education has now been received in the amount of $3,900., plus legal costs. This amount is based on the appraised market value of $130,000. per acre as estimated by the Clerk's Department.

RECOMMENDATION:

That a by-law be enacted to authorize execution of the Offer to Sell dated October 6, 1986 from the Peel Board of Education for the lands described as Part of Lot 16, Concession 1, N.D.S. and designated as Part 1 on Reference Plan 43R-13625 and all other documents related to the provisions of the Offer (Central Parkway West Extension).

J.05.01
A.02.07.05.01

Approved
See Recommendation OW-413-86 (L. Taylor)

26. Report 7-86 of the Public Vehicle Authority meeting held on October 7, 1986.

A.03.04.01

Approved
See Recommendations OW-414-86 to OW-422-86 (H. McCallion)

Recommendations: As per Report 14-86

Adjournment: 11:10 a.m.

OPERATIONS AND WORKS COMMITTEE — OCTOBER 29, 1986

REPORT 14-86

TO: THE MAYOR AND MEMBERS OF COUNCIL

The Operations and Works Committee presents it fourteenth report and recommends:

OW-389-86 That Jacobelli Development Ltd. and Ultramar Canada Inc. fulfill the access and sight triangle dedication requirements for Dundas Street previously identified as a site plan approval for S.P. 180-84.

C.01.03
(OW-389-86)

OW-390-86 (a) That the Fire Department, in conjunction with Public Affairs, develop an flyer to be attached to all building permits outlining the contractors responsibilities under the Ontario Fire Code and indicating the municipalities intention to enforce the appropriate sections of the Ontario Fire Code pertaining to open burning, access to the site and the maintenance of and access to hydrants.

(b) That every 7th lot in a draft plan of residential subdivision be designated as a fire break and further that the Fire Department review all draft plans of residential subdivision to designate those lots which the developer is obligated to leave as fire breaks such conditions to be incorporated into Schedule 'C' of the Servicing Agreement as well as the Financial Agreement which is registered on title.

(c) That the Building Department process all applications for building permits and issue foundation only permits for the designated fire break lots. The issuance of the superstructure permits for these lots will only be released upon the approval of the Chief Building Official (in conjunction with the Fire Chief) at such time that, in the opinion of the Chief Building Official, the intent of this restriction has been satisfied and that no more than six (6) consecutive buildings will be under construction in a framed state.

(d) That the fire break lot be clearly identified on plans of subdivision and prominently displayed in new home sales offices so that prospective purchasers are aware of this restriction on the designated lots.

A.00.02.01
A.06.01
(OW-390-86)

OW-391-86 (a) That a policy be implemented commencing May 1, 1987 whereby the City undertakes improvements to driveways where curb problems exist upon receipt of an application by the property owner and payment of $5.00 per lineal foot to be carried out on a first come, first serve basis with the balance of the cost being paid by the City.

(b) That consideration be given to include $50,000.00 (gross) $50,000.00 (net) in the 1987 Current Budget of the Engineering and Works Department for this purpose.

(c) That in the interim any applicant requesting improvements to driveways where curb problems exist be advised of the proposed change in policy.

F.05.01
(OW-391-86)

OW-392-86 That no further action be taken with respect to the hedge adjacent to the driveway at 2524 Mason Heights and that the report dated September 23, 1986, from the Commissioner of Engineering and Works regarding this matter be forwarded to Mr. S. Dwyer and Mr. D. Hancock, Landscape Consultant, for their information.

F.06.01
(OW-392-86)

OW-393-86 (a) The the implementation of the Snow Removal Campaign as outlined in the report dated October 10, 1986, from the Commissioner of Engineering & Works and Director of Public Affairs be approved.

(b) That Councillors D. Culham and L. Taylor in conjunction with the Engineering and Works Department and the Public Affairs Department prepare a pamphlet outlining the Snow Removal Campaign to be distributed to each household including apartments in the same manner as the Recreation and Parks Brochure.

(c) That the Commissioner of Engineering and Works prepare a report for the consideration of the Operations and Works Committee in January 1987 with respect to the policy on sidewalk snow removal and the experience of other municipalities which have enacted by-laws making it mandatory for residents to shovel the snow from the sidewalks adjacent to their properties.

F.05.03.02
(OW-393-86)

OW-394-86 (a) That the storm drainage problems outlined in the report from the Commissioner of Engineering and Works dated October 22, 1986 be referred to the 1987 Capital Budget for consideration and that the Commissioner be authorized to work with the Metropolitan Toronto and Region Conservation Authority and the Credit Valley Conservation Authority with respect to problems on the Little Etobicoke Creek, the Cawthra Creek and the Cooksville Creek.

(b) That the City Manager prepare a report on the procedure involved in processing damage claims taking into consideration that the insurance policy provides for $100,000.00 deductible.

F.03.03
J.05.86030
(OW-394-86)

OW-395-86 That the 1986 Capital Budget for the Fowler Lane drainage scheme be revised from $50,000.00 to $100,000.00 and that the additional $50,000.00 required to facilitate the storm sewer on Fowler Lane be allocated from the capital contingency within the capital reserve fund and the necessary by-law be enacted to authorize the transfer of these funds.

J.05.86033
(OW-395-86)

OW-396-86 (a) That notwithstanding the requirements of the Servicing Agreement for Grumbletonian Investments Limited, CA "B" 4-8/84-M, located north of Dundas Street West and west of The Credit Woodlands, that a one year extension to the municipal servicing with Schedule "F" of the Agreement be approved.

(b) That as a condition of the approval of the extension of the servicing completion dates, the developer be required to increase the value of the Letter of Credit securing the servicing works from the present value of $78,494.52 to $88,732.93 and that Schedule "D" of the Servicing Agreement be so revised to reflect the increased servicing costs.

B.07.84004
(OW-396-86)

OW-397-86 (a) That notwithstanding the requirements of Schedule F-1 of the Servicing Agreement for Bevark Subdivision, (Plan 43M-462 - located north of Lakeshore Road/East of Lorne Park Road) the developer be advised that the completion dates for top course asphalt, curbs, sidewalks and boulevard sodding on Redpine Crescent and Queen Street be extended to September 30, 1987.

(b) That the top course of asphalt be placed on Spence Court prior to October 31, 1986.

(c) That no reduction be granted in the Letter of Credit upon completion of the top course of asphalt on Spence Court as the estimated cost of this work will offset the increased costs for the completion of the aboveground works on Redpine Crescent and Queen Street as a result of the one year extension to the completion dates of works in accordance with (a).

B.06.462.02
(OW-397-86)

OW-398-86 (a) That the City of Mississauga assume the municipal services constructed by Finery Investments Limited, under the terms of the Engineering Agreement for Plan M-420, located north of Finch Avenue and west of Hwy. #427.

(b) That the City Treasurer be directed to release the Letter of Credit for the Engineering Agreement for Plan M-420 presently valued at $73,853.60 to the developer, Finery Investments Limited.

(c) That the City Treasurer be directed to release the Letter of Credit for $1,500.00 to the developer, Finery Investments Limited.

(d) That the City Treasurer be directed to place the $4,500.00 received from Finery Investments Limited into Account P.N. 85-157 for the use by the Engineering and Works Department in completing the top course asphalt repairs.

(e) That a by-law be enacted to establish the road allowance within Plan M-420 as public highway and part of the municipal system of the City of Mississauga.

B.06.620.02
(OW-398-86)

OW-399-86 (a) That the City of Mississauga assume the municipal works as constructed by the developer, Markborough Properties Limited under the terms of the Engineering Agreement for Willowmore Way Subdivision, Plan 43M-444 located south of Derry Road West and east of Glen Erin Drive.

(b) That the City Treasurer be authorized to reduce the Letter of Credit (current value $38,865.71) to $500.00 and that on completion of outstanding landscape works by Markborough Properties Limited, and issuance of a final acceptance certificate by the Recreation and Parks Department, the City Treasurer be authorized to release the remaining amount.

(c) That a by-law be enacted to establish the road allowances within Plan 43M-444 as public highway and part of the municipal system of the City of Mississauga.

B.06.444.02
(OW-399-86)

OW-400-86 That the Commissioner of Engineering and Works be authorized to complete the outstanding grading corrective works on Lot 28 right, Plan 43M-340, Bellamy Subdivision located north of Rathburn Road and east of Dixie Road at an estimated cost of $2,000.00 and that the City Treasurer, be authorized to draw on the developer's Letter of Credit, presently valued at $29,808.76, to complete the works.

B.06.444.02
(OW-400-86)

OW-401-86 (a) That the Commissioner of Engineering and Works be authorized to complete the outstanding grading rectification works on Lots 3, 4 and 5, Plan 43M-526, United Lands Corp. (lands located east of Mississauga Road/south of Highway 403) at an estimated cost of $20,000.00.

(b) That the Commissioner of Engineering and Works be authorized to engage R.E. Winter and Associates for design and supervision of the works.

(c) That the City Treasurer be authorized to draw on the Developer's Letter of Credit to defray the costs incurred by the City pursuant to parts (a) and (b) above.

B.06.562.02
(OW-401-86)

OW-402-86 (a) That the Commissioner of Engineering and Works be authorized to complete the outstanding grading rectification works on Lot 164, Plan 43M-445, Sheridan Mills Subdivision, located east of Erin Mills Parkway and south of Britannia Road West at an estimated cost of $7,000.00.

(b) That the Commissioner of Engineering and Works be authorized to engage a consulting engineer for the supervision of the current grading works at an estimated cost of $700.00.

(c) That City Treasurer be authorized to draw on the developer's Letter of Credit to defray the costs incurred by the City pursuant to parts (a) and (b).

B.06.445.02
(OW-402-86)

OW-403-86 That John Knox Christian School be permitted to install a banner on the Petro Canada overpass above Lakeshore Road West, between November 12 and 22, 1986 provided a "banner permit" is completed with the Engineering Department at least five days prior to installation.

L.09.05.01
(OW-403-86)

OW-404-86 That an all-way stop not be installed at Chigwel Court and Darcel Avenue as warrants have not been satisfied under Part 'A' - volume, Part 'B' - volume split or accidents.

F.06.04.05
(OW-404-86)

OW-405-86 That permission for the parking of United Lands Corporation Ltd., construction workers' vehicles opposite 880 Dundas Street West be extended until December 31, 1986 subject to weather conditions.

F.06.04.02
(OW-405-86)

OW-406-86 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize a parking prohibition on the south side of Crestlawn Drive from Dixie Road to the west limit of Crestlawn Drive.

F.06.04.02
(OW-406-86)

OW-407-86 (a) That the report dated October 2, 1986, from the Commissioner of Engineering & Works recommending that Greenwich Park and Langton Green not be added to the Street Names Reserve List as they conflict with street names in the City of Brampton be deferred at this time.

(b) That the Region of Peel Street Names Committee be requested to review its policy of not approving street names on the basis that they conflict with other municipalities in the Region in light of the fact that the implementation of the enhanced 911 Emergency System will alleviate such confusion.

F.02.07
(OW-407-86)

OW-408-86 That the report dated October 20, 1986, from the Commissioner of Engineering & Works in response to a request from Mr. C.E. Bonds, 2012 Barsuda Drive for an extension to permit the completion of a boat which is being built on his property be referred back to staff for further consideration.

L.01.06
(OW-408-86)

OW-409-86 That the application for a grant under the Termite Control By-law 741-81 made by the homeowner listed on Appendix 'A' attached to the report dated October 20, 1986, from the Acting Commissioner of Building, Zoning and Licensing be approved and that payment be authorized under the terms of the By-law upon satisfactory completion of the work.

A.02.03.03.07
(OW-409-86)

OW-410-86 That the application for a grant under the Termite Control By-law 741-81 made by the homeowner listed on Appendix 'A' attached to the report dated October 2, 1986, from the Acting Commissioner of Building, Zoning and Licensing be approved and that payment be authorized under the terms of the By-law upon satisfactory completion of the work.

A.02.03.03.07
(OW-410-86)

OW-411-86 That a by-law be enacted to amend By-law No. 43-82, as amended, being a by-law to provide for the appointment of municipal enforcement officers and peace officers to reflect a staff change within the Building Department.

L.07.01.02
(OW-411-86)

OW-412-86 That a by-law be enacted to prohibit the racing of motor vehicles on highways and to repeal By-law 207-81.

F.02.01
(OW-412-86)

OW-413-86 That a by-law be enacted to authorize execution of the Offer to Sell dated October 6, 1986 from the Peel Board of Education for the lands described as Part of Lot 16, Concession 1, N.D.S. and designated as Part 1 on Reference Plan 43R-13625 and all other documents related to the provisions of the Offer (Central Parkway West Extension).

J.05.01
A.02.07.05.01
(OW-413-86)

OW-414-86 That the letter dated October 9, 1986, from Mr. Antonio Gomez, representative of the Airport Limousines Drivers Association, stating that he is resigning from the Public Vehicle Authority effective October 21, 1986, be received with regret.

A.03.04.11.03
(PVA-55-86)

OW-415-86 That the report dated September 5, 1986, from Mr. A. E. McDonald, Acting Commissioner of Building and Mr. L. W. Stewart, City Solicitor regarding an amendment to By-law 697-84, as amended - Section 62(6), Priority List, be deferred to the November meeting of the Public Vehicle Authority, to allow members of the taxi industry time to study the report.

L.08.02
L.08.04.02
(PVA-56-86)

OW-416-86 That the letter dated September 24, 1986, from Mr. Frank Clifford to the Chairman and Members of the Public Vehicle Authority, asking that the members of the Public Vehicle Authority consider an increase in the flat rates for taxicabs regarding trips to and from Lester B. Pearson International Airport be referred to staff for a report to the November meeting of the Public Vehicle Authority.

L.08.02
(PVA-57-86)

OW-417-86 (a) That the recommendations included in the report dated October 6, 1986, from the Leasing Subcommittee of the Public Vehicle Authority regarding leasing of Taxicab Owner's Licences, be referred to the Legal Department for incorporation into the Licensing By-law 697-84, as amended, including any amendments or changes that are deemed to be appropriate.

(b) That the above noted amendments to By-law 697-84, as amended, be referred back to the Public Vehicle Authority for its consideration.

L.08.02
(PVA-58-86)

OW-418-86 That Request for Report #215-86, Spare Fleet Vehicles, be deferred until an extensive report on the leasing of taxicab licences is finalized.

L.08.04.01
(PVA-59-86)

OW-419-86 That the report dated October 6, 1986 from Mr. A. E. McDonald, Acting Commissioner, Building, Zoning and Licensing Department, relating to Mr. Ajit Singh's notice on behalf of Aerofleet Taxicab Services Limited, of Aerofleet Taxicab Services Limited's intention to increase the monthly brokerage dues from $250.00 to $300.00 per month, be received.

L.08.02
(PVA-60-86)

OW-420-86 That the report dated October 6, 1986 from Mr. A. E. McDonald, Acting Commissioner, Building, Zoning and Licensing Department, relating to Mr. Peter Hamilton-Smith's notice on behalf of City Taxi, of City Taxi's intention to increase the monthly brokerage dues from $230.00 to $250.00 per month, be received.

L.08.02
(PVA-61-86)

OW-421-86 That the taxicab industry be informed of the steps being taken by Transport Canada to combat "Scooping" at the Airport, as outlined in a letter dated October 3, 1986, from Mr. J. P. Mattick, Manager of Airport Operations at Pearson International Airport to Mr. R. Nisbet, Manager, Public Vehicle Licensing.

L.08.04.03
(PVA-62-86)

OW-422-86 (a) That the offer by City Taxi to provide free transportation to senior citizens on November 9 & 11, 1986, as specified in letters dated October 10, 1986, from City Taxi to local Royal Canadian Legion Halls, for Remembrance Day cenotaph and church services, be approved.

(b) That appreciation be expressed to City Taxi for their generous offer to the senior citizens in Mississauga.

L.08.04.01
(PVA-63-86)